

Scale AVIATION Modeller International

WITH
PULL OUT
SCALE PLANS

Gloster Javelin

by Richard J. Caruana

RAF S.E.5a
Fokker D.VII
Fairey Firefly NF Mk I
V.S. Spitfire Mk Vb & Mk XVI
Republic P-47D Thunderbolt

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Media House, 21 Kingsway, Bedford MK42 9BJ
Telephone: +44 (0) 8707 333373
Fax: +44 (0) 8707 333744
Email: mail@sampublications.com

PUBLISHER SAM Publications

GROUP EDITOR Richard A. Franks
Media House, 21 Kingsway, Bedford MK42 9BJ
Email: SAMed@compuserve.com

GROUP EDITOR'S PA Lynette S. Lever
Email: Lever24@aol.com (note new address)

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ART DIRECTOR Simon Sugarhood

AVIATION ILLUSTRATIONS Richard J. Caruana (Malta); Michele Marsan (Italy)

AVIATION HISTORIANS Richard J. Caruana (Malta); Ian K. Baker (Aus); Harry Woodman (UK)

CONTRIBUTORS THIS MONTH
Richard J. Caruana (M); Wojciech Butrycz (Pol); Frank T. Cuden (USA); David Francis (UK); Simon Snape (UK); Nick J. Wigman (UK)

REVIEW TEAM THIS MONTH
Chris Busbridge; Michael Cook; Wayne Harris; Paul Janicki; Andy McCabe; Neil Pinchbeck; Simon Snape

SHOW REPORTS Robert Day (UK)

COMMERCIAL ASSISTANT Julie Rieckevicius

ADVERTISING DIRECTOR Mark Peacock

ADVERTISING EXECUTIVE Odette Bonfield
Tel: +44 (0) 8707 333 733

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editorial

Pause for thought – guest editorial

I haven't missed a single issue from Scale Aviation Modeller International up to now, and I do not plan to do so in the future. I do not really agree that our hobby is too expensive. Of course, it certainly is for those who want to buy and – eventually maybe – build state-of-the-art kits with all the aftermarket accessories and decals. This group is, in my modest opinion, only a rather small fraction of the modelling fraternity. Those with a lot of experience and enough time and money to spare. Speaking of experience I certainly have that and I might also spare the money, but where is my fun? I can just as well 'correct' most flaws or superdetail from scratch and spares in less time than correcting resin parts, adapting them to fit or searching the floor for some errant photo-etched part, and for less money as well. It is clear that others will want to use commercially available items for lack of experience, but resin and etched brass are not for the novice either. I have my doubts about rather inexperienced modellers, with enough money, buying expensive kits and mixed-media aftermarket products and... seeing them ever finished to acceptable standards. Those kits probably end up in a corner by the force of frustration, their would-be builder forever lost to the dwindling number of ageing weirdos fumbling about with small plastic oddments in their cloud of dust producing some odd smells which have no biological source! The same goes for youngsters who buy uninformed, blinded by photos or

showpieces, or those who get such kits as a gift from equally uninformed adults. They will never give our hobby a second chance and quickly return to Playstation 2, Combat so-and-so or whatever. Approaching 50 (at a constantly faster pace so it seems) I have vivid memories of my very first kit (no paint, lots of cement, no transfers, finished in an hour, crashed the same day; it was an Airfix Zero). The late sixties brought Humbrol

resources... Even nowadays one can still buy an airbrush in any price range. Very good results can be obtained with the proper techniques when compared with the potential of the equipment. Kits that offer good quality for decent prices are still obtainable, like those from Italeri, and paints are also not too expensive. Moreover, a number of things can be replaced by commercially available products that were never intended for the modeller (Johnsons, Halfords...).

On the other hand, it must be said, kits are offered today that sometimes are below standard, kits

novice modeller will invest in books or magazines before having been bitten by the bug?

No one has the right solution I'm afraid, but maybe if shops (also a dying breed) and clubs get out in the open to promote the hobby more, or if magazines pay somewhat more attention to the novice modellers with articles and techniques, advice etc. we might just save the game. I think too many people, of whatever age, get frightened at seeing finished products of standards they know they can not attain (no museum visitor is bitten by

the painting bug after seeing Rubens' works), or by the prices of kits, tools or accessories they think are indispensable to build the kits etc. They lack information. Now there's the challenge for all of us, manufacturers, modellers, editors and retailers. Maybe we should just use the 40th IPMS anniversary to start an all-out offensive to catch the attention of the non-modelling general public?

Eddy Van Goyze



special paints, Airfix Magazine, Profiles and Aircams (which, regardless of nostalgia, were not that cheap for those days either). We considered ourselves rich apart from all the aircraft those small-minded manufacturers refused to produce. In those days, we just spent what we wanted or could afford. That goes for brushes and tools; like files, small pincers and needles at first 'borrowed' from mum's sewing kit, paints we mixed to 'correct' shades if the specials were not compatible with

which we would have accepted in the early seventies, for prices that have to be seen to be even believed. I bought such a kit recently and after studying the contents decided to have a go at converting something else instead! Its only virtue was its mere existence. The time a modeller has to spend to produce an acceptable replica from this type of kit could be better invested in looking for secondhand kits in my view. You will probably spend a lot less too.

Too few beginners are aware of the growing potential in this hobby, whereby investments in tools can keep pace with experience, age and availability of financial means or with any of those factors alone. I have seen jewels of models finished with hand-mixed paints, detailed with scratchbuilt parts and without aftermarket products (except decals) or an airbrush. The problem is that many beginners do not really know, because either nobody told them or they haven't read it. Be honest: what

Well Eddy has certainly highlighted a few points here and although I can't say I agree with them all, the basis is there and I really do feel that there is a need to promote our hobby outside of the usual model shows and other related events. Clubs, societies, shops and manufacturers all need to go outside of this sphere and promote the hobby in a non-modelling environment like village shows, craft shows as well as some of the bigger players looking at TV advertising campaigns. As Eddy has said, getting people into this hobby is the key, regardless of if they go out of it again when their interests turn to cars, bikes, girls etc, we all did that but have returned to our hobby in our thirties. Promotion today will secure this hobby for the future, so get out there and promote it, regardless of the scale on which you do it... you know what they say "every little bit helps".

Richard A. Franke

Group Editor
SAM Publications

Celebrating a Century of Flight! The Top 100 Poll

ALL THE VOTES ARE NOW IN...

December 2003 marks the Centenary of the first powered flight and Scale Aviation Modeller International will celebrate it with the top 100 types as voted in the poll. Richard J. Caruana has undertaken to produce colour side profiles in accordance with these votes and these will appear in the December 2003 edition.

news update

AZUR



1/72nd

The most recent kit release from Azur is the Vultee V-1 (#A38/£11.99).

AERODYNAMIX

1/32nd

Scheduled for release in November 2003 from this manufacturer are kits of the F-4K and F-4M Phantoms. They will each consist of resin and white-metal components along with a full set of decals. The anticipated prices for each are £99.00 for the F-4K and £105.00 for the F-4M. For more details visit www.aerodynamixmodels.co.uk or email sales@aerodynamixmodels.co.uk

Listed by them for release at some time in 2004 are resin kits of the F-111E/F and F-111A/C, Sepecat Jaguar (single and two-seat), A-6 Intruder and EA-6 Prowler and BAe Hawk T Mk 1.

AMTech



1/48th

Released in the UK during early September was the Henschel Hs 123. This is the ex-Esci kit with new injection undercarriage parts and a complete resin cockpit produced by Black Box. It retails for £24.99.

Amodel

1/72nd

Released by this manufacturer recently was a kit of the Tupolev Tu-128 'Fiddler' (#72100/£29.99).

AML

1/72nd

Back once again from this manufacturer is the Heinkel He 45 (#7206/£8.30).

This is joined by an all-new kit of the Nakajima C3N1 (#7211/£8.50).

MODELS

Fieseler Fi-103



1/72nd

One of the most recent resin kits from this manufacturer was the Fieseler Fi 103 [short nose] (#111/£11.75).

BROPLAN

1/72nd

The next kit due from this manufacturer will be the Shcherbakov Shche-2.

BLUE MAX



1/48th

The most recent limited run injection moulded and pewter kit in this range is the L.F.G. Roland D.VIb (#BM117/£21.99).

FineMolds

1/48th

Recent releases in Japan from this manufacturer included the Mitsubishi A5M1 Type 96 Fighter [Claude] (#FA-01R/¥3900), Mitsubishi A5M2a Type 96 Fighter [Claude] 'Early Model' (#FA-02R/¥3900), Mitsubishi A5M2a Type 96 Fighter [Claude] 'Late Model' (#FA-03R/¥3900), Mitsubishi J8M Shusui 'Nagoya Museum Replica Model' (#FB-06SP/¥3600), Nakajima Kikka with Ne 20 Jet Engines (#FB-10SP/¥4800) and Mitsubishi A7M2 Reppu Model 11 (#FB-12/¥2900).

COOPERATIVA

1/72nd

Back once again from this range recently was the LaGG-5 (#7202/£4.50) and the ex-Frog Fairey Swordfish Mk I/III (#7204/£4.50).

DRAGON

1/48th

Due for reissue in September in this scale is the Focke-Wulf Ta 152H-1 (#5501/¥3400).

OMEGA Models



1/72nd

One of the most recent new resin kits from this manufacturer is the Hanriot HD-41W floatplane (#72103/£24.20).



1/48th

The latest resin kit in this range is the Thulin K 'Dutch version' (#4811/£31.85).

DUJIN

1/72nd

New resin kits due from this manufacturer during November will include the Miles M.2U/M.5.M.77, Salmson D6 and Fairey Topsy Junior.

LEGATO KITS



1/72nd

Recent resin kits from Legato included the Bö 105CBS Eurocopter (#00272/£20.00) and the Be.50 with Czech and Luftwaffe decals (#05072/£18.70).



1/48th

The most recent kit in this scale from Legato is the Be.60 (#4805/£29.75).

HIGH PLANES



1/72nd

The most recent limited run kit from this range is Learstang 'Miss Ashley II' (#R7205/£14.00) in their racers series.

FUJIMI

1/72nd

Quite a lot of aircraft kits are listed for release in this scale over the next few months in Japan and these include the Grumman F-14 Tomcat 'Black Knight' (#72152/¥2500) in September and F7U-3M Cutlass 'VA-116 Road Runners' (#72150/¥2000) and MiG-29 'Russian/North Korea Air Force' (#72155/¥2000) in October. These will be followed by the McD D F/A-18C Hornet with Deck Crew Set (#72153/¥2200) and F-14 Tomcat with Deck Crew Set (#72154/¥2600) in November and the F/A-18A Hornet 'NASA' (#72156/¥2200), E-2C Hawkeye 'French/Israel Air Force' (#72148/¥2300) and A-6E Intruder 'Eagles A-6 Last Flight' (#72149/¥2000) in December.

MINICRAFT MODEL KITS



1/144th

Released in September in this scale was the PB4Y-1 Liberator (#11618/£17.99).

RODEN

1/72nd

Due for worldwide release during September is the Gotha G.Va/G.Vb (#020).

1/48th

Due for release by Roden in this scale during September will be the Gloster Gladiator Mk II (#401), Sopwith 1.B1 'French bomber' (#411) and Fokker D.VII [Early] (#415).



1/100th

I would never have expected to see these back, but by the time you read this the following kits should all be out; LTV A-7 Corsair II (#60002/¥800), Grumman Intruder (#60012/¥700), Military Vertol (#60018/¥700) and Sky Crane (#60024/¥1000).



1/48th

It had to happen, and as we had hinted Tamiya have now confirmed the release of a 'transparent' Me 262A-1a (#61091/¥3600) during September. This kit will feature clear fuselage halves and engine nacelles and full interior detail plus two engines, so it will be well worth investing in it!

Due for release in October is the 'Propeller Action' version of the P-47D Thunderbolt (#89619/¥5500).



1/48th

Noticed in Japan on reissue recently were the Nakajima B5N2 Type 97 'Kate' (#03401/¥1800) and the Aichi E13A1b 'Jake' (#03402/¥1800).



1/144th



Issued in this scale recently was the Rockwell B-1 Lancer 'Test Program' (#40003/¥1200).

1/48th



Recently released in this scale was the Lockheed-Martin F-35K 'RN Fleet Air Arm' (#48004/¥2000).

1/35th

The most recent item released in this scale is the Bell UH-1N Gunship (#35009/¥3300).



1/48th

The most recent resin kit releases from RVHP are the Grumman FF-1 (#4817/£34.60) and the Grumman SF-1 (#4818/£34.60).



1/72nd

Recent kits released by this manufacturer include the Polikarpov RZ (#SH7255/£11.99) and the Heinkel He 59B/D floatplane (#SH7267/£25.99). The latter item is an upgraded model in which you will find both B and D variant's noses and an open gunner's position behind the pilot's cockpit, something that was not in either previous kit.



1/48th

The Nieuport IV (#9848/£33.90) was released as a resin kit by this manufacturer in early September.



1/72nd

Back once again in a Maquette box is the ex-Frog Vickers VC-1 Viking with British European Airways decals (#7241/£19.99).



Also released was the Kamov Ka-32 rescue helicopter (#7252/£9.95).



1/200th

Due as a resin kit in this scale is the L-1049 Super Constellation (#PB-7/¥4800), which will be released in Japan during September.

1/72nd

Resin kits from this manufacturer due for release in Japan during September will include 'Dago Red' 1995 Reno (#KR-2/¥8800) and #10 'Critical Mass' (#KR-3/¥8800).



1/144th

A resin kit of the Sopwith Triplane, complete with decals (#31D/£11.00) is one of the most recent releases from this manufacturer.



Still not released to date, and listed as due by September is the all-new tooling of the Canadair Challenger CL604 (#04207/#6.99) in this scale.

1/72nd

Due for release during the final quarter of 2003 is the Fokker Dr.I (#04116/£3.49); we are not sure if it is a reissue, or a new tooling? Also due is the Eurofighter Typhoon two-seater (#04338/£12.99) and the Junkers Ju 290A-5 (#04340/£19.99), both of which are all-new toolings



1/48th

Noted on their website but not listed in the catalogue is the release of the Messerschmitt Bf 110G-2 (#04530) in this scale during September. This is of course based on the Monogram tooling.



1/39th

Due for release in September is the ex-Monogram kit of the Wright Flyer (#04576) in a celebratory 'First Powered Flight' box. With the 100th anniversary of powered flight I for one had hoped someone would do a new kit of this type, but alas not, it would seem!



1/32nd

Another item noted on the Revell website but not in their catalogue is a special 'ADAC Helicopter Set' in this scale. It (#04441) will contain kits of the Bö 105, BK 117 and EC 135 all in ADAC markings and should be available some time in September.



1/144th

Noted for release in Japan in September in this scale is the H6K5 Type 97 'Liner Model' (#MCT003/¥3500), which we presume to be a civil version of the type?



1/32nd

Released in the UK in early September were the Republic F-105D Thunderchief (#0201/£75.95) and Republic F-105G Thunderchief (#0202/£75.95).



Noted for release in this scale during September is the Vought-Chance F4U-1D Corsair (#0221/¥6500).

Also due is a decal sheet for the Republic F-105D Thunderchief (#10004/¥1200).

1/24th



Hopefully released in the UK by the time you read this,

and certainly released (and sold out!) in Japan, were the Messerschmitt



Bf 109G-2 (#02406/¥9800) and Messerschmitt

Bf 109G-6 [Early Version] (#02407/¥9800).



1/72nd

Having just released the D3Y-1K (See Previews) this month, Valom will release the Polikarpov TIS in October and the Boeing XF8B in December.

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**1/200th**

Released in Japan during August were the DC-10-40 'JAL' [New Markings] (#10733) and the Boeing 767-300 'ANA' (#10706).



The only item listed for release in September in this scale is the L-1011 Tristar 'Demonstrator' (#10647).

Due for release in October is the Boeing 767-300 JAL 'New Marking' (#10705).

1/72nd

Released in Japan in August in this scale were the Chance-Vought Corsair Mk I 'Fleet Air Arm' (#00646), Mitsubishi F-1 'Air Combat Meet 1995' (#00647),



Hawker Hurricane MK IIc 'S.E.A.C.' (#00648), Curtiss P-40N Warhawk



'CBI Campaign' (#00649) and the long-awaited, all-new kit of the N.A. B-25J Mitchell (#E16/¥3200).



September releases will be the McDD F-4F Phantom II 'JG74 20th Anniversary' (#00651), V.S. Spitfire Mk VIII 'No.145 Squadron' (#00652), Grumman F6F-5 Hellcat 'VF-17 Jolly



Rogers' (#00653), B-17F 'Luftwaffe Erprobungskommando' (#00654), Martin SP-5B Marlin 'VP-48 Boomrangers' (#00655), D.H. Mosquito FB Mk VI 'Royal Australian Air Force' (#00656), McDD RF-4B Phantom II 'VMFP-3' (#00657) and US-2 Tracker 'Bicentennial' (#00658).

October releases in this scale will include the N.A. B-25H Mitchell (#E17), Focke-Wulf Fw 190D-9 'Yellow Tail' (#00659), N.A. F-51D



Mustang 'Korean War' (#00661), McDD AV-8B Harrier II 'VMFA-231 Ace of Spades' (#00664) and Macchi C.202 Folgore 'Italian Co-Belligerent Air Force' (#00662).

November releases in this scale will comprise the McDD F/A-18F Super Hornet (#E18), Grumman F6F-5N Night Hellcat 'VMF(N)-541' (#00665), Mitsubishi A6M2b Type 21 'All Green' (#00666), Kawasaki Ki-45Kai Koh Toryu 'Night Fighter' (#00667) and S-3B Viking 'Navy-1' (#00668).

Due for release during December will be the Nakajima Ki-43-II Hayabusa '248th Flight Regiment' (#00669), F-104J Starfighter '203rd



Squadron' (#00670), P-47D Razorback '47th Fighter Squadron'



(#00671), Messerschmitt Bf 109E-3 'Swiss Air Force' (#00672), TBM-3E Night Avenger (#00673) and McDD F/A-18C Hornet 'Stars & Stripes' (#00674).

1/48th

New items released in Japan during August included the N.A. F-86F-30 Sabre 'J.A.S.D.F.' (#09500), Chance-Vought F4U-5N Corsair 'Soccer War' (#09501), N.A. P-51D/K



Mustang 'Pacific Aces' (#09503), Macchi C.202 Folgore 'Italian Co-Belligerent Air Force' (#09504) and Grumman F-14B Tomcat 'Jolly Rogers VF-103' (#09502).

September releases will be the McDD F/A-18B Hornet 'Test Pilot School' (#09507), Lockheed F-104G Starfighter 'Mount Olympus' (#09505), V.S. Spitfire Mk IX 'Israeli Defence Force' (#09506), Nakajima Ki-43-II Hayabusa '248th Flight



Regiment' (#09508) and McDD F-4J Phantom II 'Liberty Bell' (#09509).

October releases in this scale will include the F-8E(FN) Crusader 'French Navy' (#09514), Hawker Hurricane Mk IIB 'Eagle Squadron'



(#09510), Messerschmitt Bf 109G-10 'Nacht Jager' (#09511), Nakajima Ki-27 Type 97 Fighter (Nate) 'Manchoukuo Air Corps' (#09512) and McDD A-4C Skyhawk 'VA-76 Spirits'.

November releases in this scale will include the Nakajima C6N1 Saiun Prototype (#09515), Grumman F-14A Tomcat 'Black Knights History' (#09516), Mitsubishi A6M5 Type 52 'Saipan Island' (#09517), N.A. RF-86F-30 Sabre 'USAF' (#09518), Republic P-47D Thunderbolt '61st Fighter Squadron' (#09519), McDD F/A-18C Hornet 'Stars & Stripes' (#09520), F-8J



Crusader (#PT26) and Mitsubishi F-2B (#PT29).

Items listed for release in December will include the Messerschmitt Bf 109F-6/U 'Galland Special' (#09521), A-4E/H Skyhawk 'IDF' (#09522), P-38H Lightning '475th Fighter Group' (#09523), A-7E Corsair II 'USS Coral Sea' (#09524), Nakajima B5N1 Type 97 Model 1 '14th Flying Group' (#09525), McDD AV-8B Harrier II Plus (#PT28) and McDD RF-4B Phantom II 'USMC' (#PT31).

1/32nd

Due for release in September is the N.A. P-51D Mustang 'Checkertail Clan' (#08141).



Only one item is listed in this scale for release in October and it is the Messerschmitt Bf 109G-6 'Eyeball' (#08142).



Listed for release in this scale during November are the



Messerschmitt Bf 109K-4 (#ST20) and the Focke-Wulf Fw 190D-9 'Rudel' (#08143).

The only item due for release in December in this scale is the Grumman F6F-5 Hellcat '10,000th Hellcat' (#08144).

correction



In his article on 'Red 16' in the September edition (See Vol.9 Iss.9 Page 882) Bill Clark inadvertently listed the incorrect website address for the Harrier Special Interest Group (SIG). The correct address is <http://harrier.hyperlink.cz>

correction



In our news coverage of the 'new' Do 335B-2 (#61088) kit from Tamiya in the June edition (See Vol.9 Iss. 6 Page 506) we commented that the kit was "based on the standard A-series airframe already kitted by them and therefore features a 'standard' wing when the B-2 version had a totally revised undercarriage system (retracting inwards into the lower fuselage), bigger wheels and a revised nose wheel and bay".

We have since received the following feedback from Tamiya America in relation to these comments: "the kit is actually accurate in relation to the existing documentation on the type. The only problem may be the name of the kit. The Do 335 never entered service and remained a prototype during the entire war. The first model to be developed was the Do 335A of which many sub-variants were designed. Then the Luftwaffe decided to turn this bomber into a heavily armed fighter to counter Allied bombers. This version would be designated the Do 335B-2. It was planned to be fitted with a modified landing gear retracting system, larger tyres, increased wing span, 3x 30mm machine guns (including two mounted in the wing leading edges) and 2x MG151 20mm machine guns in the nose. A modified canopy was also to be fitted and fuel tanks were moved to the inboard leading edge of the wing resulting in the appearance of new maintenance panels on the wing upper surfaces. Of this version, only two prototypes were completed: the Do 335 V13 and the Do 335 V14.

Many of the above listed modifications were not made on these two prototypes. For example, the Do 335 V13 received the modified wings with an increased wing span but the V14 didn't. The V14 received a modified front landing gear with a larger wheel but the main landing wheels that were planned to be larger were not fitted. The modified main landing gear retracting system was not fitted but modified main landing gear wheel well doors were. The aircraft represented with our kit is the Do 335 V14 (as no B-2 really existed) at two different times in its life, as explained on the instructions (Pages 9 and 10).

The comments made in the News Update were done so without the benefit of having the kit to hand to read the accompanying instructions, which is why the comment about the 'discrepancy' was made in the first place. As you can see the real problem with this item is the manner in which Tamiya have chosen to name it on the box. It should have been listed as a 'Do 335 V14' instead of the 'Do 335B-2' but maybe the manufacturer felt that its customers would find it easier to identify the product from the title 'Do 335B-2' rather than 'Do 335 V14'. This is certainly a difficult one to call, but we stick by what we said, as the kit does not depict a true B-2 version, even though no true B-2 version was ever built and little documentation on the type exists. The box top artwork and the notes on the instructions clarify that the kit truly depicts the V14 prototype and we can see that calling the kit that may well have resulted in less sales, but Luftwaffe modellers are not without knowledge of their chosen subject. This is certainly a difficult one, we stand by what we said, but we also acknowledge that Tamiya have tried to warn its potential customers that the kit in fact only depicts the V14 prototype.

Our thanks to Tamiya America and UK Importer, The Hobby Company Ltd, for passing on these comments.



AJ3432 Accurate Miniatures from USA
1/48 Scale
B-25G Mitchell Cannon Nose
\$47.98 ~~\$42.97~~

squadron.com
your web
Hobby Shop



CM4811 Czech Model from Czech Republic
1/48 Scale
Curtiss A-8 Shrike



ANG0003 Grand Phoenix Productions from Czech Republic
1/48 Scale FJ-4B Fury
\$49.95 ~~\$44.97~~



MX48002 Modelcraft from Canada
1/48 Scale
Noorduyn UC-64A Norseman
\$20.00 ~~\$17.97~~



ER8798 Ertl from USA
1/48 Scale
P-40N Warhawk
\$20.25 ~~\$16.96~~



AT729201 AMtech Models from USA
1/72 Scale
Ju 88S-1/T-1
\$21.98 ~~\$18.96~~



MI14503 Minicraft from China
1/144 Scale
Pan Am B-314 Clipper
\$20.00 ~~\$17.97~~



RM5508 Revell/Monogram from USA
1/48 Scale
A/B-26C Invader
\$19.98 ~~\$17.97~~



RD0014 Roden from Ukraine
1/72 Scale
Felixstowe F.2A
\$27.98 ~~\$24.97~~



RM5516 Revell/Monogram from USA
1/32 Scale
Spitfire Mk I/II
\$28.98 ~~\$25.97~~



AD0001 Antares from Czech Republic
1/72 Scale
Curtiss SC-1 Seahawk
\$9.98 ~~\$8.97~~



AT484601 AMtech from USA
1/48 Scale
Ta 183A/B Huckerbein
\$39.98 ~~\$33.96~~



FU21005 Fujimi from Japan
1/72 Scale
Tachikawa Ki-36
\$9.99 ~~\$7.97~~



TS7206 Testors from USA
1/32 Scale
Kaman H-43B Huskie
\$10.99 ~~\$8.97~~



RM4565 Revell/Monogram from USA
1/32 Scale
Bell X-1
\$16.95 ~~\$14.47~~



RD0415 Roden from Ukraine
1/48 Scale
Fokker D.VII
\$19.98 ~~\$17.97~~



TK0137 Toko from Ukraine
1/72 Scale
T Sopwith T.F.2 Salamander
\$8.98 ~~\$7.97~~



RM7546 Revell/Monogram from USA
1/48 Scale
P-61A/B Black Widow
\$15.98 ~~\$14.47~~

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CM4812 Czech Model from Czech Republic
1/48 Scale
Grumman Goose
WW II US amphibious aircraft.

previews

Note: We have now added a 'Production' status to these previews and all items are mainstream (unlimited) production unless otherwise stated - Ed

Revell Lockheed Martin **X-35B JSF**

1:144

Plastic Modelbaukasten
Plastic model kit
Modèle en plastique
Modellbausatz
1/144 11,6 cm
1/144 7,5 cm

04009

Lockheed-Martin X-35B JSF



Scale: 1/144th
Kit No: 04009
Price: £2.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Decal Options: 2
Manufacturer: Revell AG
UK Importer: Revell AG (UK Branch)

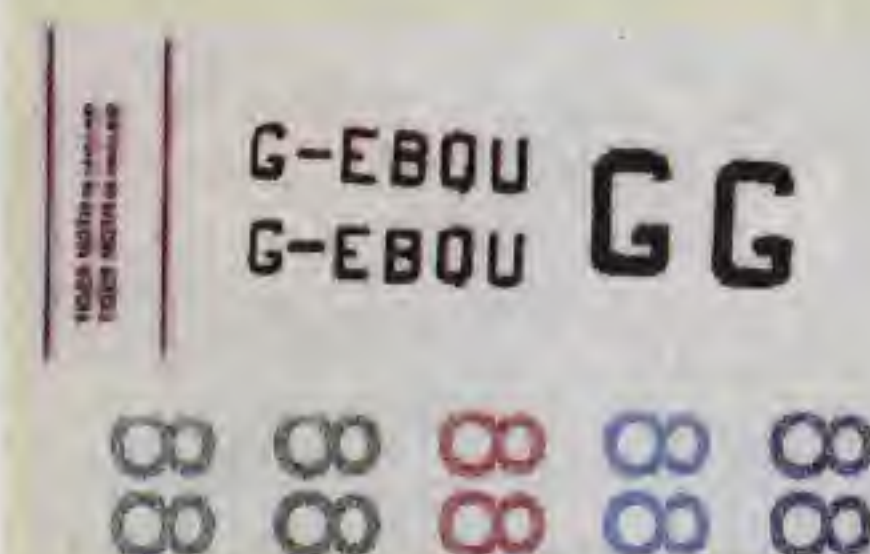


De Havilland D.H.71 Tiger Moth 1/72

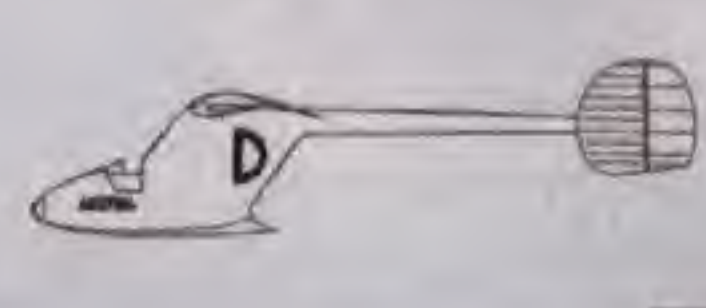


De Havilland D.H.71 Tiger Moth

Scale: 1/72nd
Kit No: DAC 72183
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin & Vac-formed Clear Plastic
Decal Options: 1
Manufacturer: Dujin
UK Importer: Hannants



Kuepper K.U.4 Austria 1/72



Kuepper Ku.4 (Austria)

Scale: 1/72nd
Kit No: DAC 7222
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin & Vac-formed Clear Plastic
Decal Options: 1
Manufacturer: Dujin
UK Importer: Hannants



Polikarpov I-5 1/48

RESIN KITS
1/48
REST
Models


Resin parts
Photo etched
Decals
Instructions



Scale: 1/48th
Kit No: Rm4805
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin & Etched Brass
Decal Options: 2
Manufacturer: Rest Models
UK Importer: Parade Figures

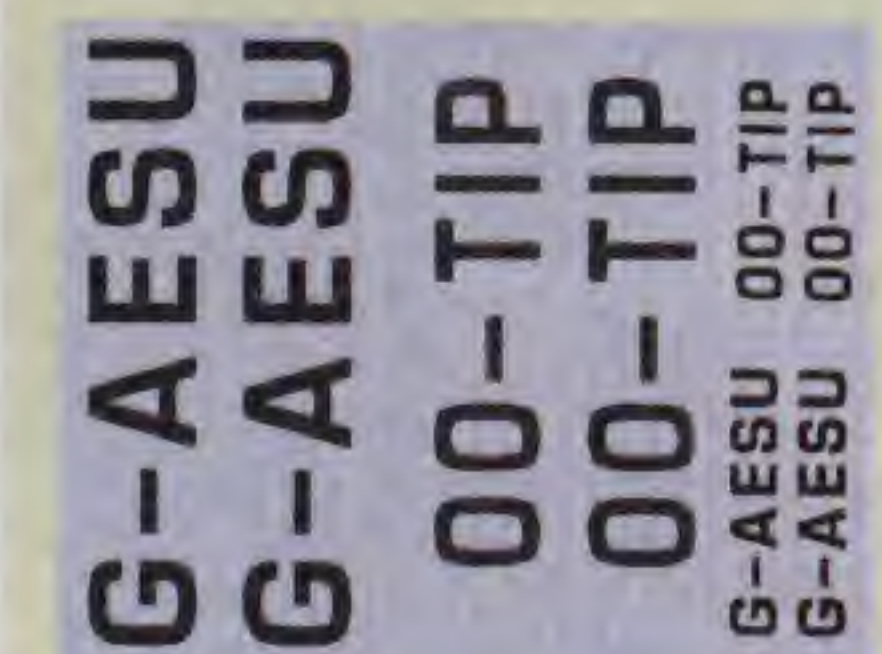


Darmstadt D.30 Cirrus 1/72



Darmstadt D.30 Cirrus

Scale: 1/72nd
Kit No: DAC 7221
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin & Vac-formed Clear Plastic
Decal Options: 1
Manufacturer: Dujin
UK Importer: Hannants



Revell **SEA KING Mk.41 & SKUA** missiles

1:72

Plastic Modelbaukasten
Plastic model kit
Modèle en plastique
Modellbausatz
1/72 21,2 cm
1/72 26,3 cm

04411

Sikorsky Sea King Mk 41 with Skua missiles



Scale: 1/72nd
Kit No: 04411
Price: £12.99
Panel Lines: Recessed ✓
Status: Upgraded Tooling ✓
Type: Injection Moulded Plastic
Decal Options: 2
Manufacturer: Revell AG
UK Importer: Revell AG (UK Branch)



Polikarpov I-15 "Chatos" 1/48

RESIN KITS
1/48
REST
Models

Resin parts
Photo etched
Decals
Instructions



www.restmodels.com

REST Models

Scale: 1/48th
Kit No: Rm4806
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin & Etched Brass
Decal Options: 9
Manufacturer: Rest Models
UK Importer: Parade Figures





Revell P-38 J/L Lightning

1:32

04701

Lockheed P-38J/L Lightning

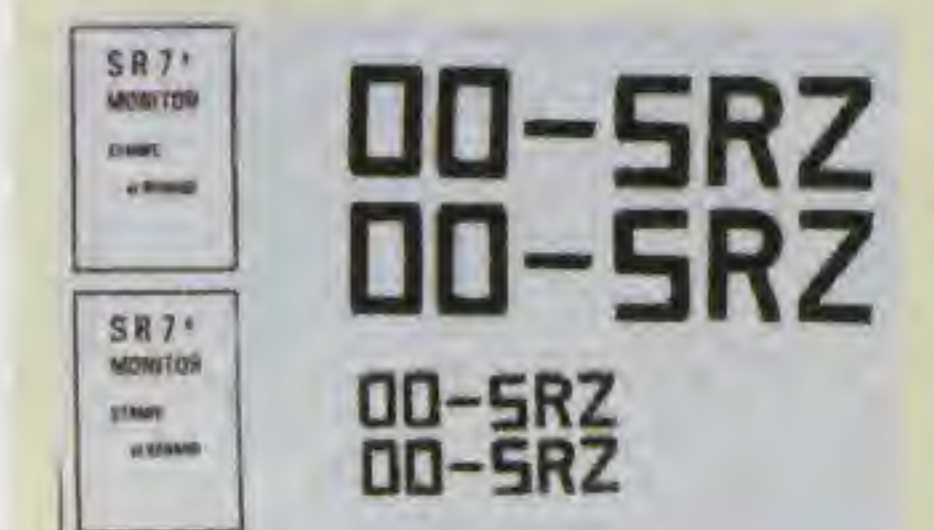
Scale: 1/32nd
 Kit No: 04701
 Price: £14.99
 Panel Lines: Raised ✓
 Status: Reissue ✓
 Type: Injection Moulded Plastic
 Decal Options: 2
 Manufacturer: Revell AG
 UK Importer: Revell AG (UK Branch)




STAMPE / RENARD SR7B 1/72

Stampe/Renard SR7B

Scale: 1/72nd
 Kit No: DAC 72180
 Price: £TBA
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Production: Limited
 Type: Resin & Vac-formed Clear Plastic
 Decal Options: 1
 Manufacturer: Dujin
 UK Importer: Hannants



Lockheed P-2J

Scale: 1/144th
 Kit No: N/K
 Price: £TBA
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Production: Limited
 Type: Injection Moulded Resin
 Decal Options: 3
 Manufacturer: Mono-Chrome
 UK Importer: N/A



CraftWorks La-5 /5F /5FN

Lavochkin La-5, La-5F & La-5FN

Scale: 1/32nd
 Kit No: 32110
 Price: £TBA
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Production: Limited
 Type: Resin, Etched Brass, White-Metal & Vac-formed Clear Plastic
 Decal Options: 16
 Manufacturer: Craftworks Inc.




MILES M.2 Hawk 1/72

Miles M.2 Hawk

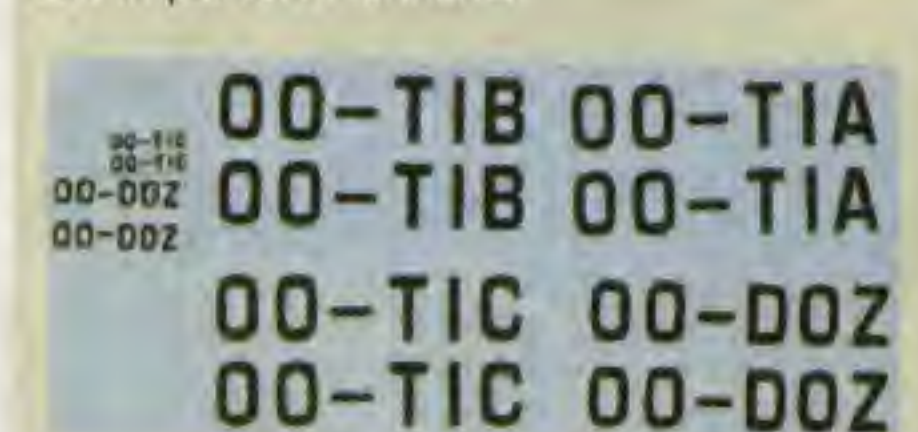
Scale: 1/72nd Kit No: DAC 72192
 Price: £TBA Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Production: Limited
 Type: Resin & Vac-formed Clear Plastic
 Decal Options: 1
 Manufacturer: Dujin
 UK Importer: Hannants




TIPSY. Bc. / Belfair. 1/72

Fairey Topsy Bc./Belfair

Scale: 1/72nd Kit No: DAC 7238
 Price: £TBA Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Production: Limited
 Type: Resin & Vac-formed Clear Plastic
 Decal Options: 4
 Manufacturer: Dujin
 UK Importer: Hannants




YOKOSUKA D3YI-K

Yokosuka D3YI-K

Scale: 1/72nd Kit No: 72002
 Price: £TBA Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Production: Limited
 Type: Limited run Injection Moulded Plastic, Resin, Etched Brass & Vac-formed Clear Plastic
 Decal Options: 1
 Manufacturer: Valom
 UK Stockists: Andy Pack Models & Hannants



FOKKER S.IX/2. 1/72

Fokker S.IX/2

Scale: 1/72nd
 Kit No: DAC 72182
 Price: £TBA
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Production: Limited
 Type: Resin & Vac-formed Clear Plastic
 Decal Options: None
 Manufacturer: Dujin
 UK Importer: Hannants



CAPRONI CH.1. 1/72

Caproni CH.1

Scale: 1/72nd
 Kit No: DAC 7184
 Price: £TBA
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Production: Limited
 Type: Resin & Vac-formed Clear Plastic
 Decal Options: None
 Manufacturer: Dujin
 UK Importer: Hannants



MILES M.2F Hawk Major 1/72

Miles M.2F Hawk Major

Scale: 1/72nd
 Kit No: DAC 72193
 Price: £TBA
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Production: Limited
 Type: Resin & Vac-formed Clear Plastic
 Decal Options: 2
 Manufacturer: Dujin
 UK Importer: Hannants

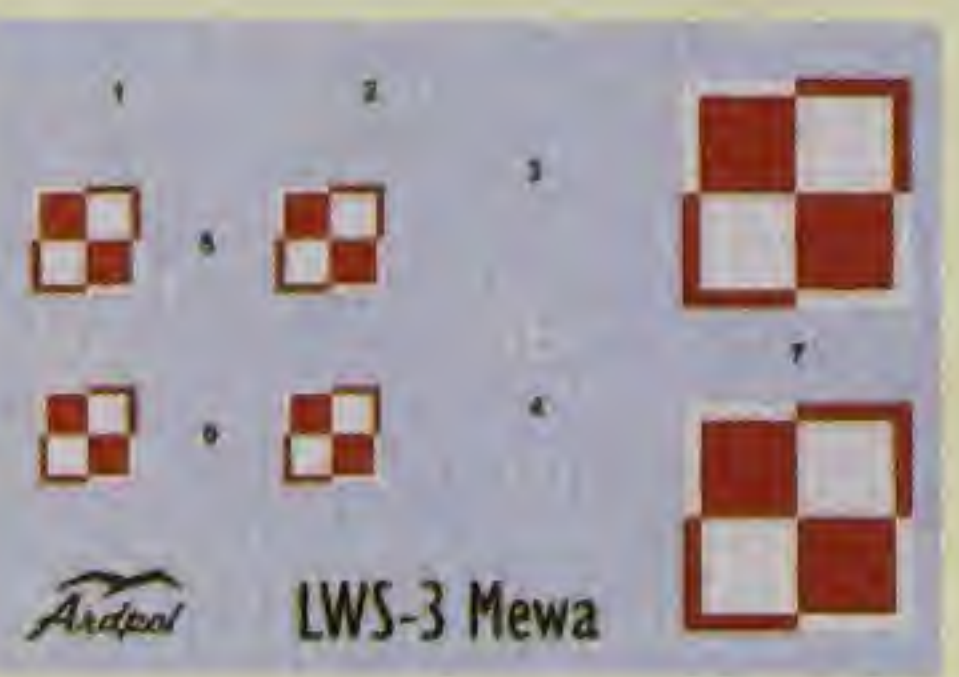



Ardpol model airplane

LWS 3 Mewa

LWS 3 Mewa

Scale: 1/72nd
 Kit No: 72-034
 Price: £TBA
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Production: Limited
 Type: Resin, Etched Brass & Vac-formed Clear Plastic
 Decal Options: 2
 Manufacturer: Ardpol
 UK Importer: Check Aeroclub from price and availability



eduard 1/72



Me 410 Schnellbomber

Messerschmitt Me 410

Scale: 1/72nd
Kit No: 7027
Price: £37.50
Origin: Fine Molds (Japan)
Panel Lines: Recessed ✓
Status: Upgraded Tooling ✓
Production: Limited
Type: Injection Moulded Plastic, Resin, Etched Brass, White-Metal & Etched Brass
Also Includes: Die-cut Self-adhesive 'Express Masks'
Decal Options: 3
Manufacturer: Eduard MA.
Obtain in UK via: Hannants & LSA Models

Scale: 1/72nd
Kit No: 7027
Price: £37.50
Origin: Fine Molds (Japan)
Panel Lines: Recessed ✓
Status: Upgraded Tooling ✓
Production: Limited
Type: Injection Moulded Plastic, Resin, Etched Brass, White-Metal & Etched Brass
Also Includes: Die-cut Self-adhesive 'Express Masks'
Decal Options: 3
Manufacturer: Eduard MA.
Obtain in UK via: Hannants & LSA Models

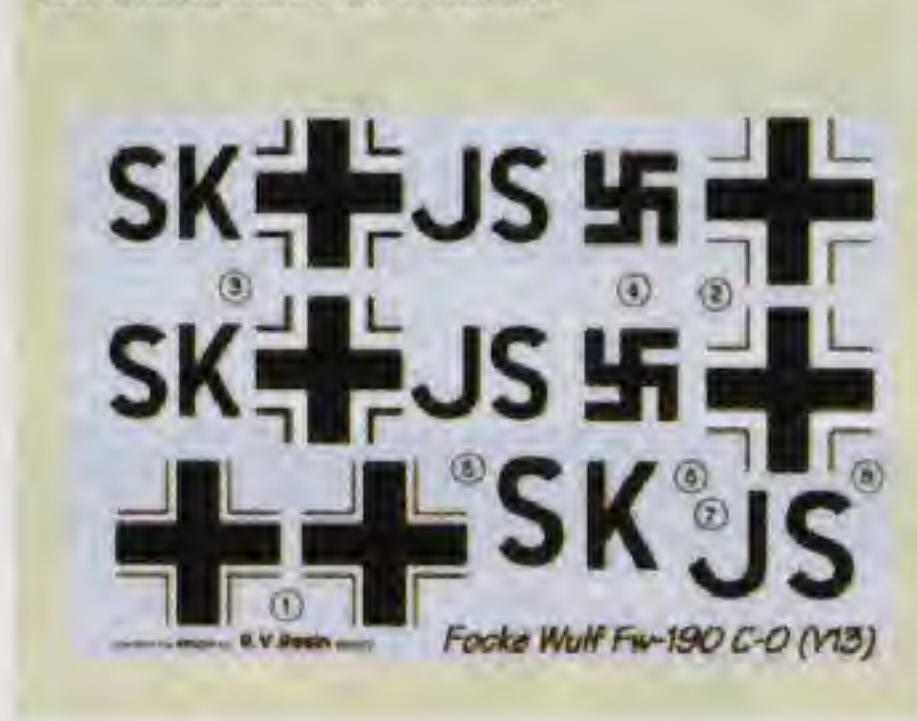


R.V. Resin **Focke Wulf Fw 190 V13 (C-0)** 1/48th



Focke-Wulf Fw 190 V13 (C-0)

Scale: 1/48th
Kit No: 4802
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin, Etched Brass, White-metal & Vac-formed Clear Plastic
Decal Options: 1
Manufacturer: R.V. Resin
Sample Supplied by: DMC Models (USA)
US Stockists: Roll Models



SPITFIRE CONSTRUCTION KIT



V.S. Spitfire

Scale: 1/72nd Kit No: 1216
Price: £2.99 Panel Lines: Raised ✓
Status: Reissue (Limited Edition) ✓
Type: Injection Moulded Plastic
Decal Options: 1 Manufacturer: Airfix
Note: This is the incorrect kit for this 'anniversary' packaging, as the first (original) 'Spitfire' kit was modified to a Mk IX. This pack contains the Mk Ia kit, circa 1979.



AERONAUTICA UMBRA T.18
before modification - prima delle modifiche



Aeronautica Umbra T.18 (before modification)

Scale: 1/72nd Kit No: MS-86
Price: £TBA Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Vac-formed & Limited Run Injection Moulded Plastic
Decal Options: 1
Manufacturer: Broplan
UK Importer: Check Aeroclub for price and availability



Revell **B-24D LIBERATOR** 1/48



Consolidated B-24D Liberator

Scale: 1/48th Kit No: 04529
Price: £34.99
Panel Lines: Raised ✓
Status: Reissue ✓
Type: Injection Moulded Plastic
Decal Options: 2
Manufacturer: Revell AG
UK Importer: Revell AG (UK Branch)



1/72 **TIPSY, S.2. (Fairey)**




Fairey Topsy S.2

Scale: 1/72nd
Kit No: DAC 7236
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin & Vac-formed Clear Plastic
Decal Options: 2
Manufacturer: Dujin
UK Importer: Hannants



1/72 **P.W.S. - 10**



P.W.S. 10

Scale: 1/72nd
Kit No: 72-040
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin, Etched Brass & Vac-formed Clear Plastic
Decal Options: 3
Manufacturer: Ardpol
UK Importer: Check Aeroclub from price and availability

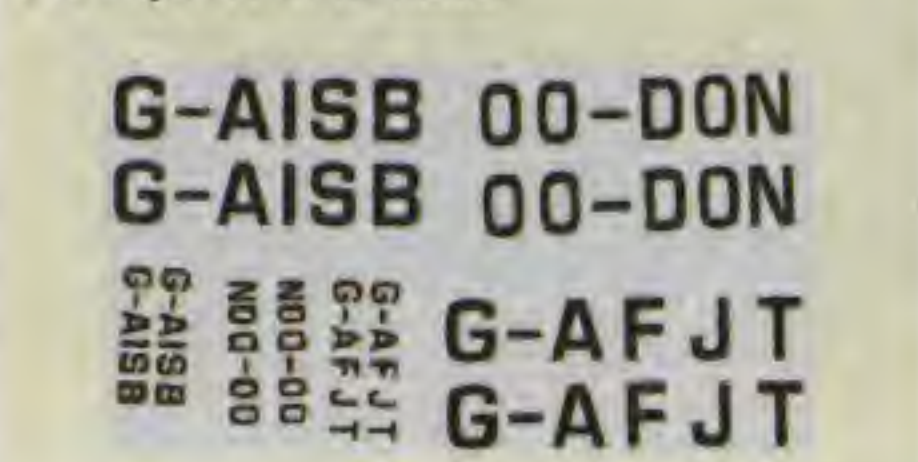


1/72 **TIPSY, Trainer I/B.**



Fairey Topsy Trainer I/B

Scale: 1/72nd
Kit No: DAC 7237
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Resin & Vac-formed Clear Plastic
Decal Options: 3
Manufacturer: Dujin
UK Importer: Hannants



AML **Nakajima C3N1**



Nakajima C3N1

Scale: 1/72nd
Kit No: 72 011
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Limited-run Injection Moulded Plastic & Vac-Formed Clear Plastic
Decal Options: 1
Manufacturer: AML
UK Importer: Hannants

Made in The Czech Republic No. 72 011

Nakajima C3N1

Scale: 1/72nd
Kit No: 72 011
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Production: Limited
Type: Limited-run Injection Moulded Plastic & Vac-Formed Clear Plastic
Decal Options: 1
Manufacturer: AML
UK Importer: Hannants



camel forever



Sopwith F.1 Camel RFC



Sopwith F.1 Camel RNAS



Sopwith F.1 Camel



eduard

special preview

Atlantic Guardian



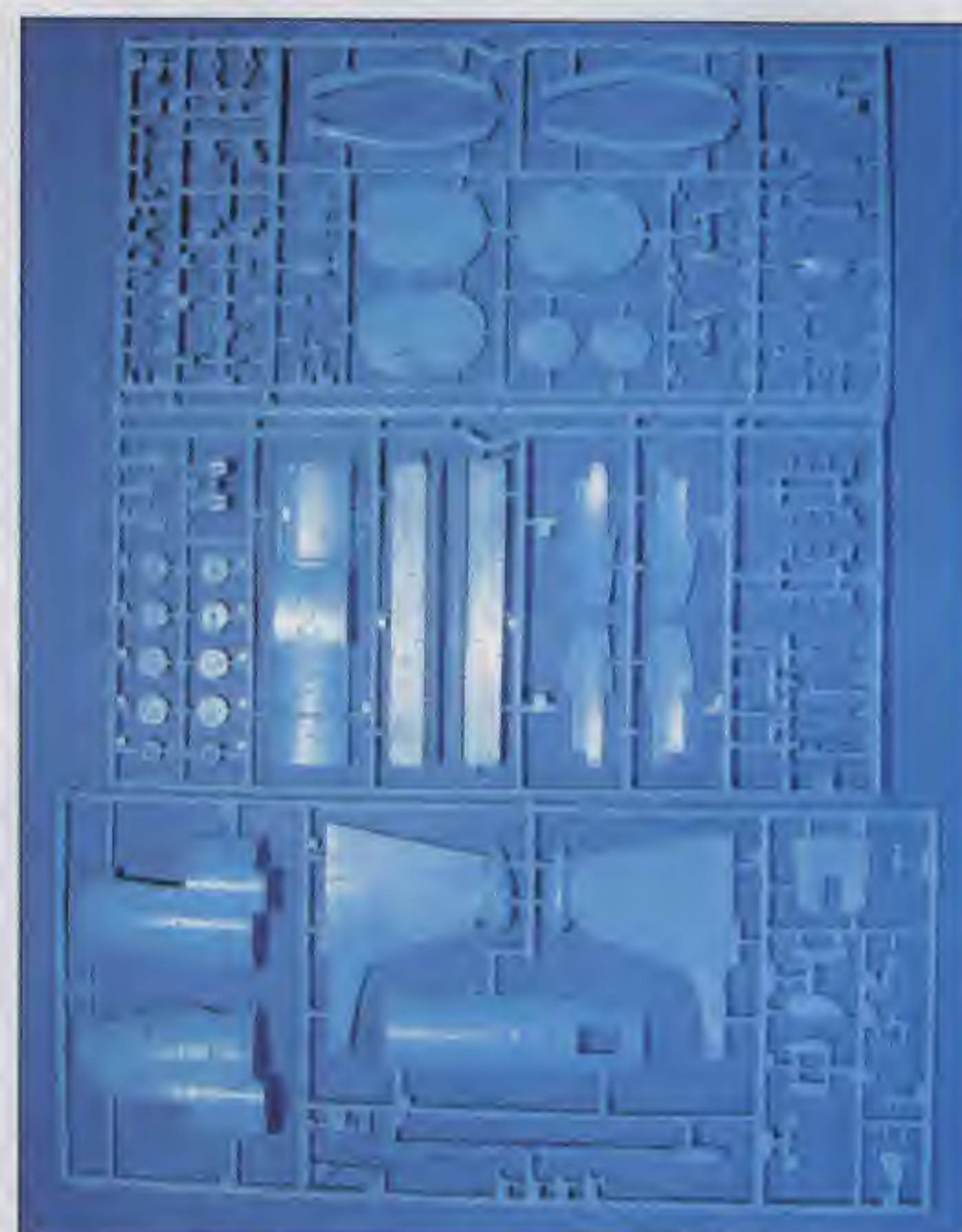
Please Note: Now many of you will have seen 'test shots' of this kit posted on websites and listed in magazines as far back as October last year. All of these were very early examples and therefore incomplete in some form or another. We had examples of these test shots at this stage, but felt that as they did not represent the 'true' kit, it was inappropriate to publish them (we all know just how scathing some can be of a kit based on one or two poor photos of the sprues!). What follows therefore is a preview of the kit in its final 'test shot' form with all the detail etc there and production quality injection. The only thing that is not 'production' is the colour of the plastic, as manufacturers often purge the moulds during the test shot stage with all sorts of odd mixes of styrene, in this case lovely shades of blue and green!

The Kit

The first thing you will notice about this kit is the amount of internal detail. The first stage of the assembly instructions doesn't deal with the construction of the cockpit interior, it deals with the bomb bay. No less than fourteen parts go to make up this area and the finesse of the moulded detail is most impressive. The rear fuselage (with bomb bay) is separate from the forward section (with cockpit) in this kit, as is the extreme tip of the rear fuselage (e.g. MAD boom). The cockpit interior features a floor, side consoles, control yokes and rudder pedals, two multi-part seats and the instrument panel. The latter item has simple raised detail on it but a decal is also supplied. The crew position in the nose is included and well moulded with even the access stairs at the back of this compartment. 70 grams of weight will be required in the nose area to make this kit sit on its undercarriage, and with all that cockpit interior it will be difficult to get it in there. I suspect that weight can be added into the radome (parts 40 & 41) just aft of the cockpit rear bulkhead, as well as in the front of the engine nacelles. Revell have even tried to mould the metal basket assembly that is prominent in the nose glazing of this type, which is very commendable in this scale.

One area that may concern many is that the main cockpit canopy is moulded in two parts, split vertically down the middle! This means that the central bar in the front windscreen is a join and it will be difficult to ensure it is not marred with glue etc. Worse still is the fact that the upper (escape?) hatch has a mould line right through it and the location lugs moulded inside the clear parts are very visible inside its aft edge! This is going to be one area of the kit where advance assembly and polishing will be required to try and eradicate these joint lines.

The tailplanes, vertical fin and



MAD boom are all separate parts, as are two different styles of ventral panel for the aft lower fuselage. These relate to German, Dutch and French versions and include all the flare chutes for the first nation's machines (the other one is devoid of these). The long turboprop exhaust pipes that run along the top of the wheel wells in the wings are included and the wing/nacelle assemblies have been approached in a rather novel manner. Instead of the usual top and bottom wing halves plus a two-part, vertically split, nacelle assembly, this kit features upper and lower nacelle sections moulded on to each upper and lower wing half and the rest of the nacelle (e.g. the side panels) made up from separate components. It may seem complicated, but it will certainly make opening up the cowlings and adding an engine easier for the aftermarket boys! The undercarriage assemblies look sturdy, and the wheels are not 'weighted', which is good in this small scale. There are both flares and torpedoes included for the bomb bay

area, which just has to be built open to show off all that lovely moulded detail. The rear crew access door and ladder assembly is included in the kit, and although there is nothing inside the fuselage at this point, the sit of the finished model is such that I bet you can't see up inside anyway! The air brakes on the upper wing surfaces are separate mouldings, which will allow you to high- and low-light some depth to these areas during the painting stage; something that would be difficult if they were moulded integrally with the wing halves. The wing tip pods are nicely moulded as separate assemblies and the wing tips (which actually extend past the pods) even have separate clear landing lights.

Colour Options

The kit offers the following two options:

- 1. 61+11 of the German Navy
- 2. 254/V of the Dutch Navy

As we do not have full production quality instructions nor decals yet with this example, we can't say much

more about the colour options. The kit clearly shows a French option in the assembly stage with the optional ventral panel, but there is not one shown on the painting instructions. Once we see the decal sheet all this should be cleared up, but for now take it as read that you have the above two options in the kit, but that there may also be a French naval option as well.

Conclusion

Although the sample shown here did not come with a box, decals or true 'production' quality instructions, the injected parts are of production quality and in that we felt we could give a better assessment of their potential than those based on the previous test shots.

Overall I feel that this kit is a good one, easily as comprehensive and complex as their Heinkel He 177. Whether the subject matter is a great seller, time will tell, but Revell are certainly meeting the demand for high quality new toolings and all bodes very well for the Ju 290A-5 later in the year.

I wonder what next year will bring forth from them in this scale...?

Our thanks to Revell AG for the chance to see this sample.

Dassault-Breguet Atlantic

Scale:	1/72nd
Kit No:	04384
Price:	£19.99
Panel Lines:	Recessed ✓
Status:	New Tooling ✓
Type:	Injection Moulded Plastic
Components:	Plastic 210, Clear 14
Decal Options:	2
Manufacturer:	Revell AG

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Detail Sets 1:48 Scale

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Macchi C.202	Hasegawa kit	FM 489802
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Me.109G-10/K4	Fujimi kit	FM 489502
Me.109K-4	Hasegawa kit	FM 480105
Mig-21PF	Academy kit	FM 489902
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Daimler Benz DB605D	FM 489705

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Me.109G/K	Hasegawa kit	FM 480107
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Update Sets 1:48 Scale

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48106



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reviews



Pilatus PC-12

Technical Data

Scale: 1/72nd
Kit No: HACK72009
Price: £TBA
Production: Limited
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin, White-Metal & Vac-formed Clear Plastic
Components: Resin 13, Metal 18, Clear 2
Decal Options: 1 (SA Red Cross Air Service)
Manufacturer: Heritage Aviation



The Kit

The kit is supplied in a nice stout cardboard box with photographs on the top and one end of the aircraft to be modelled.

Inside are four individual bags that contain 13 resin parts, 2 vac-form canopies (one as a spare), 18 white-metal parts and a decal sheet.

The resin parts require very little cleaning up and are easily removed from the moulding blocks, they have limited recessed panel lines in the necessary places and on the whole are nicely moulded. The white metal parts consist of main undercarriage legs (in four parts for each leg), forward undercarriage, main undercarriage gear doors, nose spinner, four props and two control yokes.

Of the two vac-form canopies supplied one was crystal clear but the other was cloudy so care would have to be taken not to ruin the clear one.

Instructions

These are provided on four A4 sheets and one A5 sheet for the decals.

The first sheet has a description of the actual aircraft to be modelled along with colour photographs, sheet two has a really basic, hand drawn, exploded diagram of the kit parts which really does not explain much at all (my youngest enjoyed colouring it in) and is the most simplistic instruction sheet I have ever seen.

Sheets 3 and 4 are compiled along with the decal manufacturers and give colour side-view drawings of the plane along with walk-round style photographs, this is better! These two sheets give painting and decal placement details and canopy masks and are really useful.

Construction

Construction begins by removing the moulding blocks from all of the resin parts and cleaning them up. This done they were all treated to a nice warm bath in soapy water then dried and their bottoms powdered (just kiddin'!) to remove the mould release agents.

It became clear that the two halves of the fuselage would not line up along the top edge because one half was moulded thicker. The thickness of this half would allow it to be reduced to match the other, so there was no real problem here. There is no acetate supplied for the cabin windows, but seeing as there are no internal details I just blanked them off with a piece of plasticard to be painted in later on.

Because of the mismatch in the two fuselage halves I decided to glue them together with Araldite, as this would give a stronger joint than superglue and also give me that bit more resin on the inside to work with. One thing to note here, when gluing the two halves together, leave the joint at the top forward of the cockpit unglued until you have inserted the cockpit moulding as there is a bit of adjustment needed to get a clean fit and you really need the fuselage assembled to do this. Once the cockpit is inserted (after painting and the instrument decal and control yokes are in place) the fuselage join can be finished. It is also wise to try the resin nose at this point to ensure that they line up with each other. There are no painting instructions for the cockpit so you can use your imagination, but the standard cockpit colours can be applied.

This is where it began to get messy! The fuselage was now sanded down to get a matching profile all around where the two halves did not meet. The void in the fuselage forward of the cockpit was filled with plasticine just to give that bit more weight upfront, and the nose was glued into position.

The tail and vertical spine were fitted next then it's on to the wings.

The wings have winglets supplied as separate parts. When these were tried against each respective wing there is a mismatch in the trailing edge of the wing to winglet, the winglets are too short. This was easily remedied by adding triangular wedges of plasticard then filing them to shape.

A trial fit of each wing half to the fuselage showed that a little work would be required to get a decent fit.

One wing inner edge has 'bumps', the other has holes that fit into each other to aid alignment, however, if you just fit the two wing halves to the fuselage without making any adjustment you will get quite decent gaps between the fuselage and the wing root, so one half of the wing, the one with the holes, was gradually sanded back until there was virtually no gap at either wing root.

It was at this point I decided to do a bit of research on this aircraft as the winglets didn't look quite right. A few moments on the web confirmed my suspicions, the kit's winglets are almost vertical but the actual aircraft's are canted outwards. This was easily remedied by holding each wing/winglet in turn under a hot tap then gently bending it outwards until you get the desired angle.

Another area that didn't look right (to me anyway) was the one-piece tailplane, it looked too thick all around, so it was next to be assaulted until it looked more like the photographs, then it was glued into position.

The vac-form canopy was next on the hitlist. This is always a tricky area, especially if you've only got one decent one to work with. After it was trimmed to approximately the right shape I added some thin strips of plasticard around the cockpit to give the canopy something to butt up against and a solid area around the fuselage/canopy joint. This worked really well because it made the outside of the canopy virtually flush with the fuselage when it was trimmed and only a small amount of filler was required. The canopy masks provided on one of the instruction sheets were cut out and placed over a piece of Tamiya masking tape then cut out in one. They were then transferred to the canopy. The two front masks fitted OK but the side ones did not seem to match the canopy so were discarded and new ones trimmed from a piece of tape. A final trim of the canopy masks all round to match the ones on the photographs and the canopy was done. It was not until this stage I noticed a little problem: when you look at the model from side-on the nose seems to kink upwards whereas it should slope downwards from the base of the screen to the propeller, so the nose was reshaped to the correct profile; because the nose part is solid resin there is no danger of going all the way through. One last area to be addressed is around the bottom of



the tail; where it meets the fuselage is too thick and needs sanding down to the same shape as the fuselage lower area. The fuselage should also continue onto the tail and blend in, so this was addressed with a small amount of filler either side and sanded to shape. The remaining two lower aft fuselage vanes were glued into position, the main undercarriage assemblies were assembled and we were now ready for spraying.

Colour Options

Only one, for an air ambulance of the South African Red Cross, which is overall gloss white with black leading edges on the wings, tailplane and starboard wing tip radome.

The entire model was sprayed with Halfords white acrylic primer, which immediately highlighted a myriad of tiny pinholes in all of the resin parts. When the primer was dry the pinholes were filled with Tippex, sanded back, then another coat of primer applied. Any remaining pinholes were sorted out in the same way then the whole aircraft was sprayed with Halfords Appliance White,

followed by a second coat as soon as the first was dry.

The undercarriage was given a coat of Humbrol Satin White 130 and the tyres finished off with Revell Matt Black 6. Two forward undercarriage doors were made from plasticard as were two blade antennae, they were then painted gloss white and left to dry.

The white-metal propeller spinner was buffed up to a nice shine using a Squadron tri-grit sanding stick with the propellers being painted in Revell matt 75 Stone Grey with two white bands picked out on the tips in Humbrol Satin White 130 and the de-icing boots in Humbrol Satin Black 85.

Accuracy

No dimensions are given in the kit instructions but dimensions given on the Pilatus website give an overall length of 14.38m and a span of 16.08m. The finished kit measures out at 14.04m in length and 16.2m in span so is overscale. This actually bears out with the look of the finished model as it appears to be too short in the nose area to me.

Decals

This stage of a model can either make or break a kit and can ruin all the hard work that has gone before. I was wary of the decals for this kit from the beginning; they are manufactured by Whirlybird Decals and the instruction sheet supplied with them states that they can break easily if over-handled due to the fact that there is no carrier film on them. They also suggest giving them a coat of varnish prior to use, recommending Johnsons Kleer, which is what I did, but no matter how careful I was they still broke apart or would not come off the backing sheet. Where they did they adhered immediately to the model even though liberal amounts of MicroSol were applied. Getting them to slide into position was extremely tricky and on more than one occasion they broke apart, especially the serial codes, red go-faster stripes and the Red Cross name plate across the tops of the windows. Others such as the door handle outline just disintegrated as soon as I touched them. You may succeed where I have failed here, but you have to be extremely careful with these particular decals and patience is

the name of the game. It took 5 hours to apply the few decals that were supplied with this kit, but once they were on the end result is not too bad and they have decent clarity. Decal Rating = 3/10 (but only because of the fragility of them.)

Conclusion/Recommendation

Not a difficult kit to make but not an easy one either. Having spent a lot of time ensuring that the fuselage and the other parts looked right it was eventually let down slightly by the decals.

This is not a kit for a novice or as a first resin kit mainly due to the amount of rectification required to the fuselage and other parts to attain a good fit and the decals. Having said all this the end result is very pleasing to the eye and a challenge to your modelling skills, if you fancy a challenge and like the look of the finished article then have a go.

A nice kit when finished and a welcome addition to the collection.

My thanks go to Aviation Heritage for the review sample.

Andy McCabe



N.A. OV-10D Bronco 'Desert Storm'

Technical Data

Scale: 1/72nd
Kit No: 1680
Price: £4.99
Panel Lines: Recessed ✓
Status: Revised Reissue ✓
Type: Injection Moulded Plastic
Decal Options: 2
Manufacturer: Academy Plastic Model Co., Ltd
UK Importer: Toyway



The Kit

Well presented in Academy's usual style, this kit comes in a proper box with a lid. All of the parts are bagged, but once again the clear parts were not bagged separately. Also when many manufacturers seem to sell kits in oversized boxes this box was full and actually looked like it was made to fit the kit.

All of the parts are crisply moulded in light grey plastic with recessed panel lines and both raised and recessed detail.

Instructions

The fold-out sheet consists of a brief type history, parts map and thirteen assembly diagrams. Painting and decal placement diagrams for the two options offered are given on a separate sheet. FS colour references are given for the main colours.

Construction

Construction starts with the cockpit area which is quite nicely detailed with decals for the instrument panel, any extra detail added here will be quite visible due to the large window area. I attached the halves of the extended nose section to their respective fuselage halves before joining the fuselage together as this helps to avoid nasty seams. Do not forget to add as much weight as you can to the nose as this is definitely a tail sitter.

The twin booms assemble without too much trouble. I dispensed with rotating propellers and glued them in place at the end to make further assembly and painting easier. The wing fits well onto the top of the fuselage with just a little filler being necessary to blend things together, and after this had been left overnight I added the booms and the horizontal tail piece making sure that everything was straight and level and again left it to dry overnight. The large windows were masked off and fitted into place using Humbrol Clearfix. They fitted very well with care and patience but leave the sides and windscreen to dry before adding the roof section but make sure the roof fits properly before the sides dry.

With the main bulk of the construction complete the final details were added and the weapons chosen from the selection offered. I used the centre line 230 gallon fuel tank and a pair of LAU-10 rocket pods.

The painting was done using the best matches from the Humbrol

range for the FS. references on the instruction sheet and this was sealed with a coat of Johnsons Kleer as a gloss finish for the decals.

Colour Options

Two colour options are given for Desert Storm USMC aircraft.

- VMO-2 USMC, Al Zubail/Saudi Arabia, during Operation Desert Storm, Jan. 1991 in brown and sand desert camouflage.
- VMO-2 USMC, Al Zubail/Saudi Arabia, during Operation Desert Storm, Jan. 1991 in dark green and grey camouflage.

Accuracy

The World Airpower Encyclopedia of Military Aircraft quotes a wing span of 12.9m and length of 13.41m and, the finished model measures 16.8cm and 18.6cm respectively which makes the model very accurate.

Decals

The small decal sheet is well printed with good register and colour density. They worked well on the gloss coat of Kleer with just a trace of silvering.

Decal Rating = 8/10.

Conclusion/Recommendation

A well presented, easy to build kit of this unusual looking aircraft that I enjoyed making. This kit can be thoroughly recommended to all

I think this kit must be a re-release of a previous version as parts are also included for a short-nosed OV-10A which allows the modeller to build other versions of this aircraft with just the addition of the correct decals.

My thanks to Toyway for the review sample.

Michael Cook





Savoia-Marchetti SM.87

Technical Data

Scale: 1/72nd
 Kit No: MS-83
 Price: £TBA
 Panel Lines: Recessed ✓
 Status: New Tooling ✓
 Production: Limited
 Type: Injection Moulded & Vac-formed Plastic
 Components: Plastic 60 (Inj), 25 (Vac), Clear 20
 Decal Options: N/A
 Manufacturer: Broplan
 Available in the UK via: Aeroclub



The Kit

One thing that always surprises me about Broplan kits is how tightly packed they are. There is no way of telling just how big the model is from the size of the box it comes in. Eight vac-form sheets are enclosed, as well as four injection sprues, a clear vac-formed sheet plus one A4 instruction sheet. No decals are supplied for the ivory-coloured Ala Littoria scheme, which may cause problems for some (the laser printed illustration glued on the box shows a rather grey looking aircraft). Overall, the detail is rather crude and some vac-form parts have surface imperfections that will need attention. There is a fair amount of flash on the injection moulded parts that requires careful removal. Initial impressions are that it is the standard SM.75 kit with additional float parts, but closer inspection shows that the lower wing halves have been modified (no wheel wells) and the engine cowlings have a different shape.

Instructions

The concise instructions are photocopied on both sides of a single A4 sheet and are illustrative in style, with just a little bit of text used for stating colours and dimensions. The main exploded-view assembly diagram is supported by a few detail drawings and a markings guide.

Construction

Having previously reviewed the 'early' version of the SM.75 for this magazine, construction was to hold no surprises, apart from one. First task is to release all the vac-formed parts from the sheets, as well as removing all the injection moulded pieces from the sprues. This allows them to be cleaned up and test-fitted ready for the assembly process. Tabs were made from waste material to use as alignment guides, a necessity due to the thin plastic used by Broplan, although the fuselage halves did appear to be slightly thicker than normal.



Cockpit detail is sufficient for 1/72nd... any extra detailing would be superfluous because of the small cockpit windows. The passenger compartment is devoid of any detail, with no floor or seating. The next task was the careful and painstaking opening of all the fuselage windows. Cue the surprise! The engraved detail for the passenger windows is incorrect. The side view on the instruction sheet shows the correct layout, although photos suggests moving the whole lot back about a window's width. The individual vac-formed windows were a bit of a pain to fit on the previously reviewed model, maybe because they were a tad oversized, so I decided to use Kristal Kleer, but only after I had tested the technique first.

The rear fuselage was, annoyingly, a separate piece. This would inevitably make for a troublesome join. Added to which, the starboard fin/rudder had to be carefully removed and repositioned to align properly with the port side. Fortunately, with no undercarriage to worry about, the rest of the construction was fairly easy, with filler used to smooth out all the joins for the rear fuselage, wings and horizontal stabilisers. A spar is used to aid wing alignment which should keep the upper wing surfaces level. There were quite a few surface imperfections to contend with over the whole airframe and in some places the engraved panel

lines were a bit heavy handed. All needed attention in order to get as clean a finish as possible. The floats were also assembled at this stage, although they were not attached until the painting was complete.

The engine cowlings are made of two vacform halves, with an injection moulded front section. The eighteen-cylinder radial engines are the nine-cylinder units used in the SM.75 model with very simplified mouldings used for the extra row. A wash and drybrush brought out a reasonable level of detail and looked convincing enough once the cowlings were in place. It was at this point that the port wing engine fairing was found to be too small in diameter. Filler was used to increase its girth in order to match the cowling. The very thickly moulded propeller blades were thinned out to a more realistic appearance which enabled the spinners to fit properly. Short lengths of plastic rod were used to fix the props into the engines.

Colour Options

There's only one colour option. All four machines built served with the 'Ala Littoria' airline. The aircraft coded I-IGEA is shown on the instruction sheet, although the lettering is rather inaccurately drawn. The civilian codes were quite bold and Broplan have drawn them rather thin on the instruction sheet. The other three

aircraft were coded I-INNO, I-IGOR and I-ILLA. Ali Tricolori made a set of decals for I-IGOR and I-INNO, but further enquiries found them to be all out of production! I came across a photo of I-INNO, which shows it had a rather simplified scheme so, not surprisingly, this was my choice. After using grey primer to check any flaws, white primer was used as a basecoat for the Xtracolor Linen Dope, which seemed a good match for the ivory. Careful masking was needed to apply the registration codes and the flags. I used Tauro decals for the Ala Littoria lettering and other small markings. The floats were sprayed with Alclad White Aluminium, with black bases and the cooling vanes and fronts on the engine cowlings painted Humbrol Chrome Silver.

Accuracy

With the knowledge that the Broplan SM.75, on which this model is based, is accurate in all dimensions, all that's left is to compare the kit against published photos. They prove that the lines of this aircraft have been faithfully captured.

Decals

No decals are supplied.

Conclusion/Recommendation

Broplan must be congratulated for releasing this kit, despite the lack of finesse and detail that's expected these days. Its unusual, if not unique, appearance makes for quite an interesting subject, especially the distinctive Ala Littoria livery and those large silver floats. I would not hesitate in recommending this kit to more experienced vacform builders, especially those who have an interest in civilian or Italian aircraft.

Many thanks to Broplan for the review sample.

Chris Buebridge



Technical Data

Scale: 1/72nd Kit No: 72-032 Price: £TBA
 Panel Lines: Recessed ✓ Status: Updated Tooling ✓
 Production: Limited
 Type: Resin, Etched Brass & Vac-formed Clear Plastic
 Components: Resin 26, Etched 5, Clear 2
 Decal Options: 1 Manufacturer: Ardpol
 Obtain in UK via: Contact Aeroclub for price and availability



The Kit

The kit comes in a lift-off top box. The lid has splendid glossy graphics in Ardpol's house style, whereas the base is of thick card, to protect the contents. What's in a box? Well, this one tells me that here is a manufacturer thinking about what modellers like, and proud of what they produce.

Inside, the resin parts are in two polythene bags. One contains the fuselage halves and wings whilst the second contains all the smaller components. These parts are crisp and clean with no flash and minimal pouring lugs. I do not recall ever having seen better.

A third bag contains an etched fret with seat belts and a control panel front. There is also a photographic backing for the dial faces.

A fourth bag contains two vac-formed canopies. These have been ready-cut from their backing, so all you have to do is trim them to the model.

The instruction booklet and decal sheet complete the contents of the box.

Instructions

The booklet consists of two A4 sheets folded to A5. Sheet one has a brief type history, in Polish and English, colour and decal location drawings and the first of a sequence of three exploded views, showing the recommended construction steps. Sheet two has the second and third exploded views and, on the reverse, a 1/72nd scale three-view drawing. The exploded views are very clear and easy to follow. Colours are described by name only.

Construction

All the resin parts are beautifully made and need a minimum of preparation. The fit of parts is close to perfect and I used no filler of any kind. Provided you prepare carefully, follow the instructions and are OK using superglue, you are virtually guaranteed an excellent result. The only real point to watch out for is to set the angle of the undercarriage legs correctly.

The detail on the control panel is so nicely moulded that I simply painted it and didn't use the etched part.

To give myself something to do, I decided to portray the control horns and wires. The horns are from plastic card. The elevator and rudder wires are nylon monofilament, anchored inside the fuselage before the halves were joined. The aileron wires and tail bracing wires are paintbrush bristles. The rather complicated canopy framing was cut from white decal sheet. (Fantasy Printshop)

Accuracy

The model conforms to the dimensions given in the Technical Data and to the scale drawing provided.

Colour Options

The inference, from the kit history, is that there was only one RWD-16, and that at the stage in its career represented here, the fuselage and undercarriage were red and the wings and tailplane silver.

I used Humbrol Scarlet (60) and a 50/50 mix of Humbrol Metalcote Polished Aluminium (27002) and Matt White (34) to represent aluminium dope.

The cabin interior is grey with brown leather seats. The propeller is natural wood.

Decals

The simple decal sheet is of very good quality, clearly and sharply printed. Although the decals are very thin, they are nicely opaque and settle well into the detail. They are, however, quite fragile and need careful handling. The long fuselage cheat lines and serial numbers need particular care.

An unusual feature of the scheme is the silver registration codes on a silver dope background, on the wing upper surfaces. This looks smart, but can't have been much good for identification!

There were two decal sheets in the review sample, so now I have some nice silver cheat lines for a future project.

Decal Rating = 7/10.

Conclusion/Recommendation

This is a splendid kit, from packaging to finished article. Beautifully made components fit together almost perfectly.

Sadly perhaps, Rogalski, Wigura and Drzewiecki are hardly household names, even in aviation circles. They are well-remembered and celebrated in their native Poland as pioneers of private light aircraft in the record-breaking era that characterised the 1920s and 30s. The RWD-16 is an attractive addition to several RWD and related machines already available from Ardpol and together they make a very colourful and interesting collection.

If you are a Polish aviation enthusiast or into the 1930s period, this is a 'must'. If you just like excellence in a kit, then why not treat yourself?

Sincere thanks to Ardpol for the review sample.

Neil Pinchbeck



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Antonov An-12BK Cub

Technical Data

Scale: 1/100th
Kit No: 04001
Price: £22.95
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Decal Options: 2
Manufacturer: Trumpeter
UK Importer: Pocketbond Ltd



The Kit

This kit is packaged in a strong box with all the main parts frames individually sealed in plastic bags. This idea even extends to the decal sheet. All the parts have fine surface detail and are cleanly moulded. The transparencies are nice and clear too with framing well depicted. While checking through each packet before opening them, I noticed that one of the propellers had a blade broken off and I presumed it to be loose within the bag.

Unfortunately it wasn't and somehow quality control missed this one so the review model has a three bladed prop! This fault, hopefully, only applies to this particular kit and everyone else's kit is more complete!

Instructions

The instruction sheet follows a similar format to most kits from the Far East. A parts map, stage-by-stage construction diagrams and the colour scheme options. All the diagrams are very well drawn, showing clearly the assembly sequences with detail painting notes where appropriate. The same clarity applies to the painting and marking guide at the end.

Construction

Stage 1 deals with the cockpit area and is quite a straightforward job. However it is this area that I felt was somewhat bizarre. There appear to be a number of different scales to the furnishings. The seats seem to be nearer to 1/144 than 100th, the control columns and instrument panel somewhere between 1/72nd and 1/48th! The main floor and bulkheads are the only parts that appear to be the 1/100th scale of the kit. Unless one is fastidious about cockpit detail in small-scale aircraft, don't let this put you off. I used them regardless as once the transparency is fitted little can be seen.

With a type such as this there is a lot of space to add nose weight

(25g is suggested but I always add a bit more) before or after joining the fuselage halves. The porthole style windows come on strips and are a good fit, as are all the parts of the kit. The wing assembly is approached differently to the normal tongue and slot method. The lower halves meet the fuselage as normal but the top halves meet at the centre line. Initially the halves are glued together in the normal way and then joined together at the centre-line to make the wing a one-piece item that is then located on to the fuselage top. I could see that there could be a weak spot here and so added some scrap plasticard to the fuselage opening to give some support to the wing assembly, ensuring a smooth and firm fit. I also found that only a minimum amount of cleaning up of the joints was required and the use of filler was not needed. To prevent them from breaking off due to possible mishandling during painting, the aerials, wheels and props were left off until after such work was finished. The one part that was not such a good fit is A14, a hatch that fits below the nose. This part appears to be a little undersized for its opening. While I think about it, the cargo doors can be fitted in the closed or open positions. As the detail in the hold is restricted to the immediate area of these doors I opted to have them closed and here, the parts fit quite well with only slight gaps appearing. With care they will fit perfectly.

Colour Options

Three options are included with

the kit, one Chinese and two Russian. The Chinese scheme is white to the upper fuselage areas and light grey for the remainder. The blue cheat lines are supplied as decals. Unit details are not given but it has the code number 1151. Of the two Russian options, one is natural metal overall and coded 'Red 09' c/n 7345203. It has a nice tiger emblem on the starboard forward fuselage. The kit box side panel describes the unit as the 257th Independent Composite Aviation Regiment at Khabarovsk-Bolshoiy airfield during 1997. The other is 'Blue 28' c/n 8346704. There are no unit details this time but it is finished in an overall medium or light grey scheme with possibly a unit emblem on either side of the nose. This was the option I chose to finish the review model in using Medium Sea Grey from AeroMaster acrylics and a coat of Klear for decalling purposes with a final coat of Humbrol satin varnish to finish off. I will admit now that I am not certain the shade of grey I used is correct as the painting guide on the instructions does not state FS or equivalent paint references. Also the leading edges of the wings are quoted as being white. I'm not sure of this either and chose to omit this colour until I know for sure.

Decals

As mentioned earlier, the decal sheet comes protected in its own cellophane pack. This is a nice touch that is also found in some other kit manufacturers' products. The decals are very well printed and all have good register. Each

item is fairly well spaced out on the sheet, making it very easy to locate them. On using them, I found them to work very well with decal solvents and they conformed to all the surface detail well, particularly where the star crosses over the rudder hinge line which is quite deep. The decaling process took up little time and once dry any residue was cleaned off ready for a coat of satin varnish to seal them in. The end result was a finish free from any silvering. Decal Rating = 9/10.

Accuracy

The overall look and shape of the model reflects the full size aircraft quite well. Time prevented me from researching the An-12 more thoroughly and all I can say is that the finished model would look quite acceptable among a collection of similarly scaled aircraft models. Not that there are that many about these days.

Conclusion/Recommendation

All in all, this kit goes together very well, does not have any major pitfalls to catch the unwary and can be recommended to all. But one thing that is surprising is why did Trumpeter choose 1/100th when it would have made sense to produce the An-12 to 1/144 scale, making a good companion to the Il-76 kits. I suspect Trumpeter have a good reason for this. This is not a criticism of the kit because as it is, it is a nice product.

My thanks to Pocketbond Ltd for the review sample.

Paul Janicki



RODEN Albatros D.II (Oeffag s.53.2)

Technical Data

Scale: 1/72nd
Kit No: 022
Price: £6.49
Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic: 63
Decal Options: 2
Manufacturer: Roden
UK Importer: Pocketbond Ltd



The Kit

Well presented to the Roden standard format the soft grey plastic exhibits excellent surface detail with generally crisp moulding. There is a little flash and some trailing edges could be more refined, but where it matters, such as the delicate scale inter-plane V struts, the quality is as good as it ever gets. The accurate Austro-Daimler engine is a peach.

Instructions

The standard Roden booklet contains twelve packed pages from potted history to paint references. The parts identification diagram and the ten-stage construction sequence are essential to correct assembly of the model. Not only do blind holes in the fuselage require opening up before fuselage closure, but twenty-six of the sixty-six parts relate to other versions of the Albatros/Oeffag series. So pay attention unless you want a mythical hybrid!

Construction

Surprisingly I found this model much harder than Roden's recent Albatros D.I reviewed in an earlier edition of this magazine. Other reviewers' reports elsewhere didn't seem to have the problems I did...although at least one made a point that careful trial fitting of the fuselage/engine cowl assembly was essential. I echo this advice in spades.

My problems are, therefore, almost certainly due to the fact that having built the earlier version I wanted to see what happened if the engine was fitted to the mounting as supplied.

Alas the result was that when the upper wing, with all wing struts attached with setting glue, was offered to the fuselage the centre section 'N' struts fitted OK, but the inter-plane 'V' struts appeared too short by about 1/16th inch and the lower ends were too far forward of the locating sockets on the lower wings. The 'N' struts would be difficult to shorten even if one knew by how much to shorten them.

In desperation the solution applied was to drill the centre section 'N' strut sockets in the fuselage out so that the lower strut ends passed into the recesses created to allow them to drop lower. At the same time the lower wings were removed and set further forward so the peg at the bottom of the 'V' strut could engage the socket.

Fitting of struts, lower wings and top wing was achieved during the short period between when the Revel Contacta cement used had started to go off, but before it set!

To avoid this drama the main issues to watch are :-

The engine sits realistically on mountings moulded into the side of the nose of each fuselage half. When the halves are joined there is a gap for the engine sump to pass through. However, this gap is too narrow so if the engine is fitted without modification to the mounting flanges the nose is pushed apart. This makes fitting the nose cowlings difficult and in extreme cases causes the lower wing roots to adopt a sweep back, that in turn makes alignment of the lower wings and consequently fitting the 'V' struts difficult if not impossible.

The lower wing root sockets are difficult to align and are an over tight fit for the locating pins on the wings. Reaming them out with an appropriately sized drill provided the minute adjustment to enable the lower wings to be correctly aligned at the root.

The upper wing is provided in three pieces to facilitate different versions with alternative radiator configurations in the centre section.

It is essential to match the two outer wing panels and the centre section over a guide like graph paper, on an absolutely flat surface to ensure that the parts are aligned with

a straight leading edge in plan and front elevations and not twisted.

Attaching the upper wing was achieved in two stages. First the 'V' struts were attached to the upper wing after careful reference to plans of the colour diagrams in the instructions to make sure they are the right way round. The centre section struts were also attached to the upper wing and inclined inwards at approximately the correct angle to engage the fuselage sockets.

After that fitting the landing gear, radiator, pipe work and propeller was straightforward!

Colour Options

The six decal options are applied over two basic airframe colour schemes :- the natural ply fuselage and doped fabric flying surfaces or a hybrid with yellow ochre swirls applied over dark green upper flying surfaces and fuselage unique to Austro Hungarian scouts. Minor variations involving painted or natural aluminium diamond cut nose and engine cowlings account, with the decals for individual differences between the six finishes supplied. 53.27 was the mount of Ferenc Gräser, 53.60 flown by Offst. Kurt Grub, 55.33 by fw Viktor Zimmerman and later by Julius Kowalczyk, 53.57 flown by Eugen Bosch, 53.37 flown by Jozef Kiss and lastly the review model used by Offst. Julius Agri. Agri scored 32 victories

I had to choose Agri's machine for the review finish. An ace in his own right he taught Hans-Joachim Marseille and Walter Novotny with 158 and 258 victories respectively at a fighter school near Vienna in WWII. Comparatively unknown, Agri was one of the greats of WWI, whose contribution earned a secure place in WWII aviation history.

Accuracy

The kit matches the Albatros plans and may be taken as based on and matching the best current authority.

For all the options provided there is no attempt to provide cockpit instruments and the seat is meant to sit on a pole sticking up from the bottom of the fuselage. It is a simple matter to cut two small pieces of plastic stock to span the fuselage for the seat to sit on and dress up the cockpit with the spartan fit of the original.

Decals

OK, but brittle and with poor adhesion. Application over a gloss coat and sealing when dry with a further satin coat is highly recommended
Decal Rating = 8/10.

Conclusion/Recommendation

Serious modellers owe a debt of gratitude to Roden for its inspired dedication to WWI aircraft and in particular the unrivalled series of Albatros scout variants. The interchange of components required to achieve this at an economic price means that these models demand respect, skill and absolute dedication to accurate building for they will disappoint the careless and unwary. At the outset I made reference to the precision build of the original Albatross and no less accuracy in construction of this kit is demanded of the model constructor.

Highly recommended to methodical modellers with patience and good general modelling skills prepared to check their work against good scale planes at every step in construction.

Sincere thanks to Roden for making the review sample available.

Simon Snape



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HASEGAWA 1/48 SCALE

48-005: 1st Gruppe, JG54 "Grünherz" Messerschmitt Bf 109F-4/G-5/E.
Yellow 5: Bf 109F-4/B of 9/JG54 during the winter of 1941-42. Yellow
1: Staffelkapitän OBLT Schilling Bf 109G-6 of 9/JG54 during
February of 1944. White 1: Staffelkapitän OBLT Kiem Bf 109G-6
of 9/JG54 during early 1944. Yellow 11: FW Hecker Bf 109G-5
of 9/JG54 during February of 1944. Black 6: Bf 109G-6/R6 of
8/JG54 during early 1944.

HASEGAWA 1/48 SCALE

48-006: JG77, JG, LG2 1940-41 Messerschmitt Bf 109E-1/3/4: Red
< < <: Bf 109E-3, Wnr 5057 of Hauptmann Herbert Heidefeld, Kommander
of II/JG77, based in France, after his 32nd victory on March
13, 1941. Red < <: Heidefeld's aircraft in Keschmet, Hungary, at the
outset of the Balkan Campaign, April 1941. White 5: Bf 109E-1,
Wnr 1276, flown by Lieutenant Jakob Amolik, 4/JG77 based at
Mandal, France, during the Battle of Britain, Black 1: Bf 109E-4/B of
2/JG77, based in France during November of 1940 for Jabo
operations. White 11: Bf 109E-4 of 4/JG77 flown by Leutnant Heinz
Denies, March 1941, while based at Westerland/Sylt, Germany.
Black 12: Bf 109E-1 of 2/JG77 flown by Uffz "Sieg" Heizerler
during the Polish Campaign of September 1939. Black 11: Bf 109E-4
of II/JG77 at Molai, Greece, just before the assault on Crete, May
1941.

HASEGAWA 1/48 SCALE

48-014: North American B-25 Mitchell, "Talisman", B-25J of the
323rd Bomb Squadron, 38th Bomb Group, Yonkers Airpark Okinawa,
August 1945. White 8E: B-25J of the 480th Bomb Squadron, 340th
Bomb Group, Corsica 1944.

HASEGAWA 1/48 SCALE

48-016: USN Douglas AD-6 Skyraider - White 501: AD-6 Skyraider of
VA-65, September 1955. Overall Glossy Sea Blue with green/white
stripes on the engine cowling, green vertical tail fin tip, green/white
stripes on rudder. White 414: AD-6 Skyraider of VA-104, 1956. This
Skyraider is overall Glossy Sea Blue with inter-national Orange trim
on wings, horizontal stabilizers, elevators, vertical fin and rudder.
48-018: USN Douglas AD-6 Skyraider, White 500: AD-6
Skyraider, BuNo 133936, of VA-25 during September of 1956. This
Skyraider is overall Glossy Sea Blue with Green and White Trim on
the engine cowling, vertical fin and rudder. White 31: AD-6 Skyraider
of VA-332, of VA-332 "Polka Dots" during 1955 in overall
Glossy Sea Blue with white trim on the vertical fin and wing tip
Red polka dots.

HASEGAWA 1/48 SCALE

Gray Skyriders usually had gray or black anti-glare panels and
wingwings. Aeroprop logos were not always applied to each
propeller blade but propeller blades usually were. Propeller
blades were black. Propeller blade tips were usually yellow or
stopped red/white/red on the face with yellow backings. Rescue
arrows varied in size, style, color and orientation. Landing
stripes were usually carried on the left side of the vertical fin, though there
placement varied. Please double-check your references before
applying these stencils to your Skyriders. This sheet may also be
used in conjunction with 48-021, which features the same stencils in
white and different styles of Rescue arrows. Both sheets are required
for Skyriders painted Engine Gray and Orange Yellow.

HASEGAWA 1/48 SCALE

48-021: USN Douglas AD-6 Skyraider Stencil (Black): Light Gull
Gray Skyriders usually had gray or black anti-glare panels and
wingwings. Aeroprop logos were not always applied to each
propeller blade but propeller blades usually were. Propeller
blades were black. Propeller blade tips were usually yellow or
stopped red/white/red on the face with yellow backings. Rescue
arrows varied in size, style, color and orientation. Landing
stripes were usually carried on the left side of the vertical fin, though there
placement varied. Please double-check your references before
applying these stencils to your Skyriders. This sheet may also be
used in conjunction with 48-020, which features the same stencils in
white and different styles of Rescue arrows. Both sheets are required
for Skyriders painted Engine Gray and Orange Yellow.

HASEGAWA 1/48 SCALE

48-022: Heinkel He 111H-4/R Executive KG 26/27: Blue A.
Geschwaderkommodore Executive P 3227 Germany, 1939.
Camouflage is standard RLM70/71.65. Yellow M. "Horn". Friedrich-
Wilhelm Lührer, H-4, 3/JG26 Finland, 1942. This aircraft also carries
the standard camouflage.

HASEGAWA 1/48 SCALE

48-025: Focke Wulf Fw 190A-4/5 in Holland: Lt. Rudiger von
Kuchmayer - Technical Officer Fw 190A-4, Wnr Unknown Holland
Spring 1943. Black < < <: Colour is RLM74/75/76 with RLM70/71
mottling on fuselage and vertical tail. Green-Tipped RLM70 spinner,
Red or Yellow lower engine cowling. Black Exhaust panel mottling
and possibly the wingroops as well. White outline upper wing and
fuselage wing crosses. Unknown pilot - 4th Staffel Fw 190A-4, Wnr
526 Holland 1942. White 10: RLM74/75/76 with extend yellow engine
cowling, black exhaust panels, and RLM72 fuselage mottling. The
RLM70 spinner may have and white lip. Camouflage on the cowling
extends downwards to enhance the visual contrast of the
"Tafelberg". Unknown pilot - 6th Staffel Fw 190A-4, Wnr Unknown
Lauwarden, Holland - March 1943. Yellow 10: Colour scheme is
RLM74/75/76 with RLM74 fuselage spine. Black exhaust panels,

HASEGAWA 1/48 SCALE

yellow rudder, and red trim tabs. Probable yellow tipped RLM70
spinner and yellow lower engine cowling. Fw Kommander - 5th Staffel
Fw 190A-4, Wnr 7032 Woensdrecht, Holland - January 1943. Black
10: Colour scheme is RLM74/75/76 with red tipped RLM70 spinner,
extended yellow lower engine cowling, and red trim tabs. Right side
of fuselage of fuselage apparently sprayed with RLM75.

HASEGAWA 1/48 SCALE

48-026: 9/JG1 & 3/JG11 Focke Wulf Fw 190A-4/5/6/7: Yellow 7: Fw
Hans-Georg Guthrie 3rd Staffel, JG11 Fw 190A-6, Wnr 530108,
Holland, August 17, 1943. Camouflage scheme is RLM74/75/76 with
RLM70 spinner, yellow lower engine cowling, black exhaust panels,
and red trim tabs. Yellow 6: Otto-Wilhelm Lorenz - 3rd Staffel, JG11
Fw 190A-7, Wnr Unknown Sverborg, Funen, Denmark - February
25, 1944. Camouflage scheme is RLM74/75/76 with RLM75 upper
engine cowling and forward half of gun cowling. Overpainted upper
wing crosses, fuselage crosses and swastikas. Actual pattern of
fuselage cross overpainting is unknown. Yellow 7: Unknown Pilot -
9th Staffel Fw 190A-3, Wnr 353271 Husum, Denmark - March 1943.
Camouflage scheme is RLM74/75/76 with RLM72 overpaint on
fuselage and vertical tail. RLM70 spinner possibly with yellow
tip stained exhaust panels and probable extended yellow lower
engine cowling and red trim tabs. Yellow 12: Uffz Hans Georg
Guthrie - 9th Staffel Fw 190A-4, Wnr 5703 Husum, Denmark -
March 1943.

HASEGAWA 1/48 SCALE

48-028: IJUG 27 Messerschmitt Bf 109F-4/Trop, Black 7: Unknown
Staffelkapitän - 8th Staffel Bf 109F-4/Trop - Unknown Wnr Summer
1942. Black 7: Colour scheme is RLM79/79 with white spinner nose
band and wingtips. RLM79 overpaint on natural metal sand filter
screen. Lt. Werner Schroe - 8th Staffelkapitän Bf 109F-4/Trop Wnr 6567
July/September 1942. Black 1: Colour scheme is RLM79/79 (or
possibly Red applied Italian colors) with probable white spinner
nose band and wingtips. Red rudder trim tab. Lt. Ernst von
Johannides - 9th Staffel Bf 109F-4/Trop - Wnr Unknown Summer
1942. Yellow 5: Colour scheme is RLM79/79 with white
spinner nose band, fuselage band and wingtips. RLM79 overpaint
on natural metal sand filter screen. Lt. Helmut Fenzel - 7th Staffel Bf
109F-4/Trop - Wnr 13136 October 26, 1942. Black 7: Colour scheme
is Factory applied RLM79/79 with white spinner nose band, fuselage
band and wingtips. White taped nose cannon blast tube, sand filter
screen is shiny natural metal, rudder touched up with either yellow,
Italian sand, or field mixed tan, probably to mask the kill markings of
a previous pilot.

HASEGAWA 1/48 SCALE

48-029: Messerschmitt Bf 109F-4/Trop IJUG27: Black 4: Lt. Kurt
Jenisch - 5th Staffel Bf 109F-4/Trop - Wnr Unknown, Marabuta, Libya -
February 1942: all of the following aircraft were the standard
Desert Camouflage of RLM79 over RLM78. Yellow 5: Lt. Gerhard Mix
6th Staffel - Bf 109F-4/Trop - Wnr 1074 Libya - August, 1942: Lt
Mix was flying this aircraft when it took hits and was forced to land
on the main road to EL Alaman, resulting in Lt Mix becoming a
POW. Despite attempts by the Luftwaffe to destroy this aircraft in
order to prevent its capture it was eventually retrieved by the Allies.
Black < < <: Fw Otto Schulz - Gruppenstab Bf 109F-4/Trop -
Unknown Wnr Late 1941 - Spring 1942. This aircraft wore the
standard camouflage scheme but also had a yellow engine cowling.
This was extremely rare on a desert F model. White 11: Fw. Otto
Schulz (?) - 4th Staffel Bf 109F-4/Trop - Unknown Wnr Dobertz,
Germany - September 1941. This aircraft wore standard camouflage
scheme.

HASEGAWA 1/48 SCALE

48-033: VU-5 & VU-21 - Eastern TBM-3E/U Avenger: White 2: VU-5
TBM-3U, BuNo 65594, during February of 1962 with Sea Blue
Fuselage, Orange-Yellow wings and tails, and insignia red wing
around, though it might not have. White 22: VU-21 TBM-3E,
BuNo 65570, in overall Sea Blue while serving aboard the USS
Bardonia Strait (CVE-116) during April of 1962. This Avenger was
one of the few remaining USA Navy Carrier Based Avengers that was not
modified for Anti Submarine Warfare or Carrier on Board Delivery
(COD) transport duties.

HASEGAWA 1/48 SCALE

48-037: JG54 "Green Hearts" - Focke Wulf Fw 190A-4/5: Black 15:
Unknown pilot - 10th Staffel Fw 190A-6 - Wnr Unknown Germany -
May 1945. Black 15 was IV Gruppe Fw 190A-6 that crashed landed
during 1945. Camouflage scheme is RLM81/82/76 with RLM70
overpainted fuselage broken up with RLM81/82 mottling. Black
Spinner, exhaust panels, and red trim tabs. Red 11: Unknown Pilot
IV Gruppe Fw 190A-6 - Wnr Unknown Germany 1945. Camouflage
scheme is RLM81/82/76 with blue spinner, engine cowling, and
RVT fuselage band, black exhaust panels, and probably red trim
tabs. Unknown colour of lower engine cowling [probably RLM75 or
yellow]. Black < < <: Maj. Erich Rudolph - II Gruppekommandeur
Fw 190A-5 - Wnr Unknown Immoia, Finland - Summer 1944.
Camouflage scheme is RLM74/75/76 with black spiraled white
spinner, yellow lower engine cowling, fuselage band, lower wingtips

HASEGAWA 1/48 SCALE

[unknown width], and rudder base. Fuselage sides heavily mottled
with RLM82/71/74. RLM71 canopy framing but RLM74 windscreen
framing. White 7: Unknown Pilot - 4th Staffel Fw 190A-6 - Wnr
531054 Immoia, Finland - Summer 1944. Camouflage scheme is
RLM74/75/76 with black spiraled white spinner, yellow lower engine
cowling, fuselage band, lower wingtips, and rudder base. Fuselage
sides heavily mottled with RLM71/74, also a large patch of RLM75
has been applied to the vertical fin.

HASEGAWA 1/48 SCALE

48-040: Fw 190A-8 Survivors PL 1 1945 [4] Red 13 Denmark, Blue 5
Austria. Yellow 17 and Red 3 Bad Abing, Germany.

HASEGAWA 1/48 SCALE

48-045: Fw 190A-3/F-3 Survivors PL 2 1945 [4] Black 35/SG2, Black
K I/SG10, Yellow 8, Red 13.

HASEGAWA 1/48 SCALE

48-047: Lockheed P-38F-SE - 33PRR and Nationalist Chinese
aircraft 3 Different aircraft. 1 x PRU Blue. 1 x Natural Metal and 1 x
Olive Drab/Natural Grey.

HASEGAWA 1/48 SCALE

48-048: I & IJUG-1 "Gaisau" 1944 - Focke Wulf Fw 190A-6/7 Obitt
Rudiger von Kirchmayer - 6th Staffel Fw 190A-6, Wnr unknown,
Sturmde, Germany - May 1944: Red 13: Colour scheme is
RLM74/75/76, white spiraled RLM70 spinner, yellow lower engine
cowling, black exhaust panels, and probable red trim tabs.
Hptm. Alfred Grislawski - 1/Staffelkapitän - Fw 190A-7, Wnr 430965
Dortmund, Germany - January 1944: White 9: Colour scheme is
RLM74/75/76 with white spinner, black exhaust panels, yellow or
(red) lower engine cowling and soft edged lower wingtips, RLM76
wingroops, and probably red trim tabs. RLM76 was wrap onto wing
leading edge. Maj. Heinz Bar - 1/Staffelkommandeur Fw 190A-7,
Wnr 431007 Sturmde, Germany - April 1944: Red 13: Colour
scheme is RLM74/75/76 with RLM75 upper engine cowling and
forward area of gun cowling, white spiraled RLM70 spinner, yellow
lower engine cowling, black exhaust panel mottling (probable), red
fuselage band. Unknown pilot - 2nd Staffel Fw 190A-7, Wnr 430352
Dortmund, Germany - April 194



Avro 504K 'Zeppelin Killer'

Technical Data

Scale: 1/72nd
Kit No: 7268
Price: £TBA
Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Type: Limited-run Injection Moulded Plastic
Components: Plastic 44 (Blue/Grey), Clear 1
Decal Options: 1
Manufacturer: A-Model
UK Importer: Pocketbond Ltd



The Kit

The kit comes in A-Model's now familiar end opening box, in rather flimsy thin card, with the usual painting of the aircraft type on the front.

Inside you will find three sprues of quite thick white plastic mouldings. This is a limited run kit, and as such the detail can be fairly crude in places, but overall the quality is reasonably good. Sprue attachment points can be thick in places, so care is needed when removing parts. The cockpit side walls are not detailed, and there is no control column or rudder controls, but fuselage detail is quite good, revealing rib and fabric surfaces.

Instructions

The instructions consist of a single photocopied A4 sheet, folded to make a four-sided A5 leaflet containing a parts list, a Humbrol paint list and three exploded drawings of the construction. A small set of aircraft specifications are printed on the front.

Construction

The construction starts as normal with the cockpit. This is very basic with a simple seat and control panel supplied; there is no sign of a control column or any rudder controls, and no sidewall detail. There is no indication of the cockpit colour in the instructions, so I painted mine a light Cockpit Green.

One of the first things you will notice is that the seat is far too big for the space and actually extends up and out of the cockpit! After a bit of reshaping it will fit but is still a bit overscale. The next step is to fit the fuselage sides, and these will need a little sanding down to achieve a good fit. The instructions suggest the engine and cowl are fitted next, but for ease of painting I would suggest leaving these off until later.

The lower wings and tail control surfaces can be fitted next, and although the fit is a little crude, I managed to avoid having to use any filler on these parts. The undercarriage and landing skids can be added next, and then the upper wing supports.

I would suggest leaving the upper wing off to make painting easier. Having masked the cockpit, the whole plane and any loose parts were given a thorough undercoat of Halfords grey primer, and when dry, the upper engine, cockpit decking, and engine cowl were given a coat of aluminium paint. The engine was given a coat of Gunmetal and added to the front of the fuselage.

Once dry, these parts were masked and the upper fuselage and wings

sprayed in dark green, all undersurfaces being sprayed in Sky Blue. The supplied machine gun was rather crude and was replaced by a better one from the spares box. This was painted black with a light dry brushing in silver and added to the upper wing. The wheel centres were painted in red and the wing supports and landing skids painted in natural wood.

After a coating of Johnsons Klear, and the addition of nylon thread for bracing wires, the aircraft is ready for decalling!

Colour Options

There is only one colour option given for this aircraft, and that is for dark green upper and blue lower surfaces together with aluminium engine covers and cockpit decking.

Decals

The decals are perhaps the weakest part of this kit. They are crudely printed on paper with a rough finish. They are however, in register and conform very well with the contours of the fuselage. Under a coat of Johnsons Klear they settle down well, the colours becoming more even, but they do

benefit from careful trimming to remove the carrier film which will silver slightly.

All in all not too bad, but not the best I have ever seen.
Decal Rating = 5/10.

Accuracy

Accuracy is spot on with the wing scaling up to 36ft, but the fuselage falls way short at 27ft when it should be 29.5ft.

That aside, the aircraft looks in proportion.

Conclusion/Recommendation

Well this is a bit of a mixed kit! Some areas are very good, while others are a bit suspect. This has good potential and will build into a nice little kit but it will require a lot of work to bring everything together.

There is scope for detailing the cockpit and other areas, but it depends on your level of dedication! Definitely not one for beginners, but recommended for experienced modellers who like a challenge.

My thanks to A-Model for the review sample.

Wayne Harrie



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Technical Data

Scale: 1/72nd
Kit No: PM-222
Price: £TBA
Panel Lines: Raised ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic
Components: Plastic 33 (Grey), 1 Clear
Decal Options: 2
Manufacturer: PM Models
UK Importer: Pocketbond Ltd



The Kit

The kit is supplied in a double end-opening box with colour artwork of the aircraft on both sides of it. Inside the box is a single polythene bag that contains 33 grey plastic parts, 1 clear(ish) part and a decal sheet, there is also a single sheet of assembly instructions. The plastic parts have small amounts of flash on some of the smaller parts and very limited recessed panel lines.

Instructions

Instructions are supplied on a single sheet of slightly larger than A4 paper, printed in black and white. Assembly details take up two thirds of one side with the remainder of this side having a brief description and technical info of the aircraft.

The other side of the instruction sheet is taken up entirely with painting and decalling instructions with top, bottom and side views of the aircraft along with a paint colour reference chart.

Construction

There are very few parts to this kit so construction is straightforward. Very few, or should I say, no cockpit details are included except for an ejector seat and pilot so it is just a case of painting the ejector seat and cockpit interior (although no colour references are given), fitting the ejector seat into one half of the fuselage, or you could leave it out as I did until the two fuselage halves have been joined, ensuring that you have weighted the nose first.

The instructions show the assembly of the exhaust nozzle at this stage but I chose not to as the hole in the fuselage at the aft end would provide an ideal location for a handle to be inserted later on whilst spraying the model.

The wings were fitted next, again quite simple as they are a one-piece affair, however filler was required around the entire wing to fuselage joint as there was quite a gap, especially on the underside.

The 'supersonic' fuel tanks were assembled, left to dry, the joints sanded flush then fitted to the wings. These really should be left off as should the missile pylons, until the

underwing decals have been added, but I did not realise until it was too late so I left them on. There is a fuselage centre line pylon supplied along with two bombs, which are really basic mouldings that did not look right to me, so I left them off.

The cockpit canopy was next, which fitted only where it touched and really is a poor fit, almost as if it belonged to another kit, but perseverance pays dividends. It was carefully masked off, filled around and blended in to the fuselage. At this point you will see that any time you have spent detailing the cockpit would be wasted as the canopy moulding is so thick that you can see very little through it. I normally like to display my models with the canopy open but on this occasion it was not worth it so I left it closed.

There are two blade arials supplied, both of which scale up to about 5in. thick, so they require a bit of plastic surgery to them to make them look a bit more to scale.

There is also a nose probe that does not resemble anything on the box or the instructions so this was discarded and a new one was made from styrene rod.

This is it as far as the construction goes and can be easily done in one sitting.

Colour Options

There are two options supplied for this kit, although the colour scheme is virtually identical for both of them. These are;

- IAI Neshar of No.592 Squadron after the Yom Kippur War with light blue under surfaces and a camouflage pattern of sand, tan and green.
- IAI Neshar of No.524 Squadron during the 1973 war with exactly the same colour scheme as the one above.

As already mentioned there is a colour chart on the instructions, which is in differing shades of grey and it is a bit difficult to distinguish between the shades depicted, but on we go.

The model was first given an overall coat of Humbrol grey acrylic primer. When dry this showed up the imperfections in the plastic used to mould this kit, these being multitudes of ripples and swirls over the entire surface of the kit, so out

with the wet and dry and the whole model was sorted. Another coat of primer and the first coat of paint was applied to the undersides. The instructions quote a Humbrol colour 122, which is a deleted colour, so I used the closest I had which was Humbrol Matt Beige Green 90. When this was dry the demarcation lines for the upper camouflage were masked off and an overall coat of Humbrol Matt Pale Stone 121 was applied, allowed to dry, then the camouflage pattern was lightly pencilled on, Blu-Tack was applied around the lines with masking tape applied over the areas not to be sprayed, then a coat of Humbrol Matt US Tan 118 was applied, again allowed to dry, masked off and the final coat of Humbrol Matt Light Green 120 applied.

Now for the best bit, all the masking was removed to reveal a very bright colour scheme that transforms the model, the tip of the tail was masked and painted Humbrol Camouflage Grey 28, then the nose and leading edges of the fin were masked and painted Humbrol Satin Black 85 as was the top blade aerial.

The exhaust was given a coat of Humbrol Gunmetal 53, dry brushed with Humbrol Aluminium 56 and then fitted.

The undercarriage legs, wheels, doors and missiles were sprayed with Halfords acrylic white primer and when dry given a coat of Humbrol Satin White 130 with the tyres picked out in Revell Matt Black 6. The outer sides of the undercarriage doors were painted Humbrol Matt Beige Green to match the fuselage, then they were all assembled to the model.

A light coat of clear blue was applied to the cockpit canopy, which helped to hide the defects in the canopy moulding.

Painting done!

Accuracy

The instructions and the Israeli Air Force web site give a length of 15.55m and a span of 8.22m, and the kit scales up to a length of 15.1m and a span of 8.28m, so it is slightly out all round for those who really care about small inaccuracies, not I!

Decals

The small sheet of decals supplied has only the basic decals supplied with no stencilling and only the bare necessity of squadron markings. However, the ones you do get are nicely printed with no mis-registration of any sort. Once trimmed off the sheet and applied they go on very well and react well to MicroSol and Set solutions, however they do not adhere very well to the surface when dry so be careful when handling the plane afterwards. I gave the entire model an overcoat of Humbrol satin varnish after decalling to protect them.

My wife says that the decals spoil the model, which is probably due to the colour clash and the size of the wing decals, it's a woman thing y'know!

Apart from this no problems were encountered in this area so...

Decal Rating = 9/10. (A few more stencils would have given them top marks.)

Conclusion/Recommendation

Very easy it to make and quite basic compared to some of today's offerings from some of the industry's other suppliers. I sometimes think that we as modellers expect every kit we buy to be of the same quality as the larger manufacturers such as Tamiya and Hasegawa without wanting to pay as much for them and we easily criticise this type of kit. Yes it is basic but at the end of the day the finished article is quite acceptable and is a welcome addition to the collection. The camouflage and decal colours are a change to the normal greys applied to most modern fighter aircraft and make it stand out from the crowd. A bit more detail in the cockpit, a better canopy and a few more decals would transform this kit and vastly improve it.

On the whole not the worst kit I have ever built and it could be assembled by anyone regardless of their skill level with virtually the same result.

Recommended to all.

My thanks go to PM for the review sample of this kit.

Andy McCabe



modelling products

Life Colours by Elita Modelle



Starter Set

English text is a matting powder. As the paints are satin in finish if you need matt you add the powder and if you need them gloss you add the varnish. Other acrylic paint manufacturers please note! What a great idea, just imagine you would need only one set of gloss paints and then bottles of the matting powders (as you can add a little to make satin and a lot to make matt)!

Thinners

To mix any of the Life Colour range you will need their proprietary thinners (#51001), which comes in a 250ml metal container with a safety (screw) top.



Thinners (#51001)

Conclusion

I think that this range is good in parts. The matting powder is super and the mixer and camouflage sets are great in their concept. The limited appeal of the RAL colour system is a problem, but as a European colour standard it makes sense for a German firm to follow this standard. The range as a whole is good, I just wish the mixing chart came with all products as the colours in the two camouflage sets are just identified by RAL number on the lids and therefore without the colour chart you have no idea of what each colour is. The weighing system for the mixing is, for most, going to be a non-starter and I have to say I don't know many modellers who mix their own colours nowadays anyway. The Starter Set as a concept though is great and probably the best way to get a set of these colours.

We will try using and spraying these colours in the coming weeks and will bring you an update on how they respond in due course.

Our thanks to Elita Modelle for the review samples.

Now first of all don't confuse this range with the Life Color range from Italy, this paint range originates from Germany. As a result of this the range focuses on the RAL paint range, as used by many modern European nations.

Camouflage Set #50085

This contains 15ml bottles of the following RAL colours

- 6006 Grauliv (Grey Olive)
- 6013 Schilfgrün (Reed Green)
- 6014 Gelboliv (Yellow Olive)
- 7000 Fehgrau (Squirrel Grey)
- 8007 Rehbraun (Fawn Brown)
- 9001 Cremeweiß (Cream)

Camouflage Set #50086

This contains 15ml bottles of the following RAL colours

- 1019 Graubeige (Grey Beige)
- 1024 Ockergelb (Ochre Yellow)
- 6003 Olivgrün (Olive Green)
- 7021 Schwartzgrau (Black Grey)
- 8000 Grünbraun (Green Brown)
- 8017 Schokoladenbraun (Chocolate Brown)

Starter Set

This set comprises twenty bottles of paint, six mixer bottles with caps, twenty pipettes, twenty wooden stirrers and a solvent-resistant plastic tray.

This set allows you to mix the following RAL shades: 1001, 1011, 1017, 1018, 1019, 1024, 1028, 2004, 3000, 3002, 3004, 3309, 5000, 5002, 5005, 5012, 5013, 5022, 6000, 6001, 6003, 6005, 6006, 6013, 6014, 6020, 6025, 6027, 6028, 6029, 7000, 7001, 7003, 7005, 7006, 7008, 7009, 7010, 7011, 7012, 7013, 7021, 7024, 7026, 7030, 7031, 7035, 8000, 8001, 8003, 8007, 8017, 8023, 8025, 9001, 9005, 9010 and 9011.

The set includes mixing instructions for each of the above shades, but I have to say when they list 2.85 of one colour, 13.07 of another, 83.19 of another and 0.89 of another it is all a bit daunting! Now these amounts are actually in grams and the pipettes offer 0.02 grams per drop, so work out 83.19 grams from that (e.g. 4,456.5 drop!). Actually the mixing system is based on weight and the manufacturer offers precision scales for this purpose (#51027). The mixes quoted on the instructions are to make up 100 grams of the colour, so

to make smaller amounts (which will be the case for most modellers), you can just divide the percentage of each colour downwards: e.g. if you want 10 grams divide every quoted colours amount by 10 or if you want 5 grams, by 20, and so on. I know mixing shades is very hit and miss if you do not do it via a scientific and precise manner, but weighing it...!

These colours are touch dry in 20 minutes and fully hardened (e.g. you can overspray them) in 24hrs. The strange thing is that the sets includes two bottles of powder entitled 'Mattierungspulver' which going by the German instruction panel on the side in comparison with the

Camouflage Set #50085

Camouflage Set #50086

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AML

Better known for their kits and decals, this Czech manufacturer has now branched out into accessory manufacturer, and samples of two of their first products have been sent directly to us for review.

1/48th Scale

Subject: Curtiss P-36/H-75A Control Surfaces Set
Scale: 1/48th
Product No.: AMLA 48 003
Designed for: Hobbycraft & Academy kits

Price: £TBA

Includes: This set consists of both resin and etched brass components. The former are the separate control surfaces (rudder, ailerons and elevators), while the latter are the flaps. Some surgery will be required on the kit to get these to fit, but all this is clearly shown in the accompanying instructions.

Subject: Curtiss P-36/H-75A Cockpit & Wheel Set

Scale: 1/48th

Product No.: AMLA 48 004

Designed for: Hobbycraft & Academy kits

Price: £TBA

Includes: This set once again comprises



AMLA 48 004 Curtiss P-36/H-75A Cockpit & Wheel Set (Hobbycraft & Academy) - AML



AMLA 48 003 Curtiss P-36/H-75A Control Surfaces Set (Hobbycraft & Academy) - AML

both resin and etched brass components. The former make up the interior 'tub' for the cockpit, plus the wheels, while the latter is used to make up the wheel well interiors and all the detail parts (instrument panel, levers, seats etc) for the cockpit interior.

Conclusion

This is a good start from AML for their accessory series. Both of these sets are well produced and thought out. The dark green resin may put a few off, and I think the very similar

box top illustrations will lead to a lot of confusion, but apart from that they can be most highly recommended to all. At the time of going to press we have no idea of a UK stockist for this range, so check with your preferred model outlet for price and availability.

Our thanks to AML for the review samples.

Dragon

I know you usually expect to see aircraft kits from this manufacturer, but a reissued set of aircraft related figures has recently been released by them and a sample sent to us by their UK importer.

1/48th Scale

Subject: Luftwaffe Day Fighter 'Battle of Britain' Ground Crew & Equipment Set

Scale: 1/48th

Product No.: 5532

Type: Figures

Price: £17.99

Includes: This is a reissued set comprising eight figures in the poses depicted on the box top, plus a bomb lifter and some bombs. Each figure is made up of four or six main components. The bomb lifter is multi-part as are the bombs, folding chairs and table.

Conclusion

This is an excellent reissued set from Dragon. The quality and finesse of the moulding cannot be faulted and the level of detail and facial expressions is most impressive. Probably the only adverse comment we can level at it is the price, as £18 for eighty-seven



5532 Luftwaffe Day Fighter 'Battle of Britain' Ground Crew & Equipment Set - Dragon

bits of plastic is a little steep. That said, this set always has been expensive, as I remember flinching

at the price when it was originally issued a number of years ago?

Our thanks to The Hobby

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Contact

Some of you may remember us reviewing the first products from this French manufacturer in the July edition. A couple of new products have been sent to us this month by their worldwide distributor, Special East sarl.

1/32nd Scale

Subject: F-105 Wheels

Scale: 1/32nd

Product No.: E001

Type: Accessory

Designed for: Trumpeter kit

Price: £TBA

Includes: This set offers 'weighted' main and nose wheels to replace those in the Trumpeter kits.



C011 V.S. Spitfire Mk V Wheels (Trumpeter) - Contact



E001 F-105 Wheels (Trumpeter) - Contact

1/24th Scale

Subject: V.S. Spitfire Mk V Wheels

Scale: 1/24th

Product No.: C011

Type: Accessory

Designed for: Trumpeter kit

Price: £TBA

Includes: This set offers 'weighted' main and tailwheels to replace those in the Trumpeter kit.

Conclusion

Each of these sets is beautifully cast and will represent an improvement on the kit components. We are unaware of a UK stockist of this range as we go to press, so all enquiries should be made directly to Special East sarl.

Our thanks to Contact & Special East sarl for the review samples.

Aerodynamix

This is a name many of you will remember from a few years back. I am pleased to say that the first in a new range of resin accessories from this manufacturer were passed directly to us for review this month.

1/48th Scale

Subject: CBU-87B Combined Effects Munitions

Scale: 1/48th

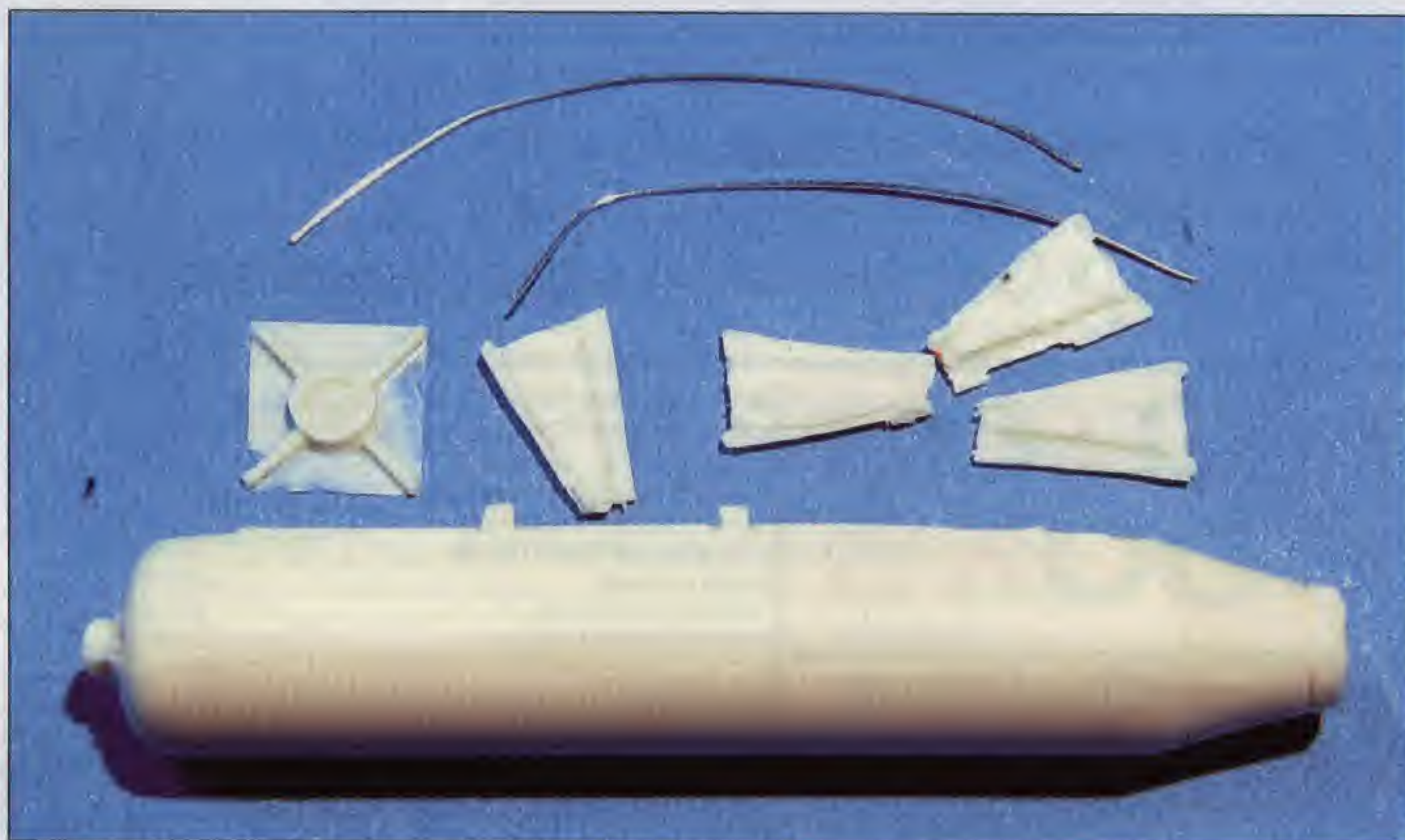
Product No.: N/A

Type: Accessory

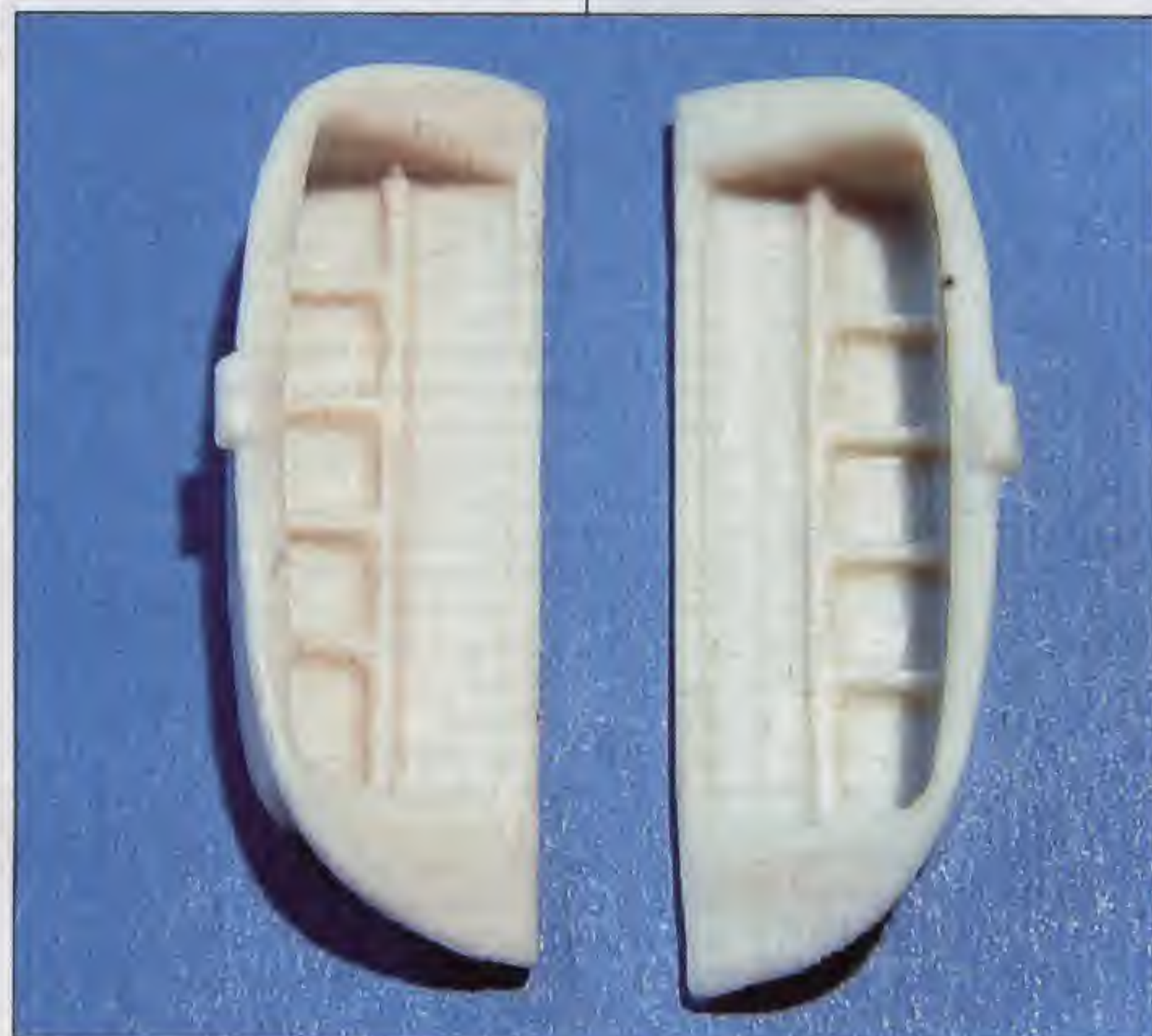
Designed for: See text

Price: £2.50

Includes: This set offers a CBU-87B cast as a single component with the fins and arming vane as separate parts. This item is suitable for fitment to the F-4, F-15, F-16, F-111, A-7, A-10 and B-52.



CBU-87B Combined Effects Munitions - Aerodynamix



F-4 FOD Guards - Aerodynamix

Subject: F-4 FOD Guards

Scale: 1/48th

Product No.: N/A

Type: Accessory

Designed for: Hasegawa kits

Price: £4.65

Includes: This set offers two FOD intake guards suitable for all USAAF and USN F-4 Phantoms. Please note that these guards will NOT fit British FG.1 or FGR.2 Phantom kits.

Subject: AIM-9X Sidewinder

Scale: 1/48th

Product No.: N/A

Type: Accessory

Designed for: See text

Price: £1.50

Includes: This set offers an AIM-9X cast as a single component with the fins as separate parts.

This item is suitable for fitment to the F-15C, D or E, F-16, F-14A or D, F/A-18C, D, E & F and the F-22.

Conclusion

It is nice to see this name back and this new range of accessories is well produced. I am sure they will find favour with modern aircraft modellers and we can recommend them to all.

Our thanks to Aerodynamix for the review samples



AIM-9X Sidewinder - Aerodynamix



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48139 Augsburg Flyers (Bf-109 E,G) Pt. V

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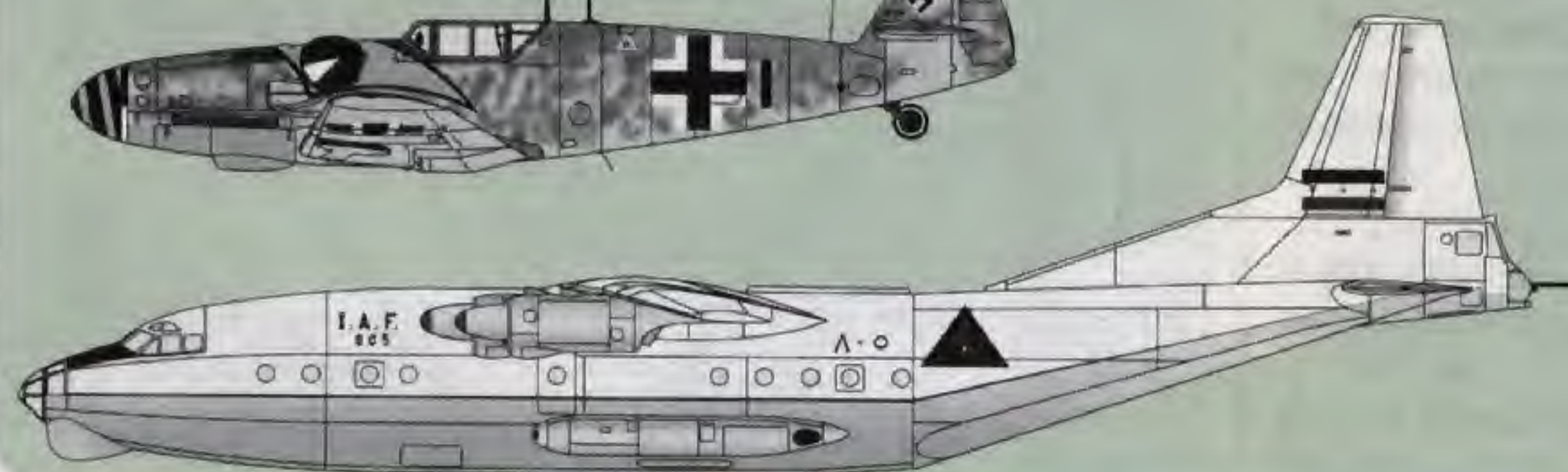
48141 Tomcats Pt. VI

48142 Tomcats Pt. VII

48143 ThunderJet Fighter Bombers of the Forgotten War (F-84E, G)

48144 Marseille, A Star in Afrika

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decals

Eagle Strike

The latest batch of releases from this manufacturer has been sent directly to us for review this month.

1/72nd Scale

IP7204 - 357th Fighter Group: Set 3 of 5

- 1. P-51D-10, 'Ol Flak Joe' flown by Lt Bill Frickers, 363rd FS, 357th FG, 1944.
- 2. P-51D-5, 'Hurry Home Honey' flown by Capt. Peterson.
- 3. P-51D-20, 'Arkansas Traveller' flown by Lt Tom Adams of the 364th FS, 357th FG, 1944/5.
- 4. P-51D-15, 'Nooky Booky III' flown by Capt. Leonard Carson in 1944.

The decal sheet includes all national insignia for each option plus four sets of stencils.

Price: TBC

IP7209 - Blue Nose Birds of Bodney Part 3

- 1. P-51D-15, s/No. 44-15041, 'Petier 3rd' flown by Lt. Col. John C. Meyers of the 487th FS.
- 2. P-51D-10, S/No. 44-14237, 'Moonbeam McSwine' flown by Capt. William T. Whisner of the 487th FS.
- 3. P-51D-10, S/No. 44-14696, 'Hell-er Bust' flown by Capt. E.L. Heller of the 486th FS.

The decal sheet includes all national insignia and stencils for each option.

Price: TBC

1/48th Scale

48061 - British Thoroughbreds, Spitfire Mk IX Part III

- 1. LF Mk IX, MJ783, WX•F flown by Gp Capt Aleksander Gabszewicz of No.141 Wing, 2nd TAF, France, 1944.
- 2. Mk IX, MH934, HN•C, flown by Bobby Bunting of No.93 Squadron, February 1944.
- 3. Mk IXc, BS451, RF•M flown by



48074 Falcons Part III - Eagle Strike



IP7204 357th Fighter Group: Set 3 of 5 - Eagle Strike

Sqn Ldr Jan Falkowski of No.303 (Polish) Squadron, RAF Northolt, June 1943.

- 4. Mk IXc, ML296, DU•N flown by Flt Lt Otto Smik of No.312 Squadron, RAF Lympne, 1944.

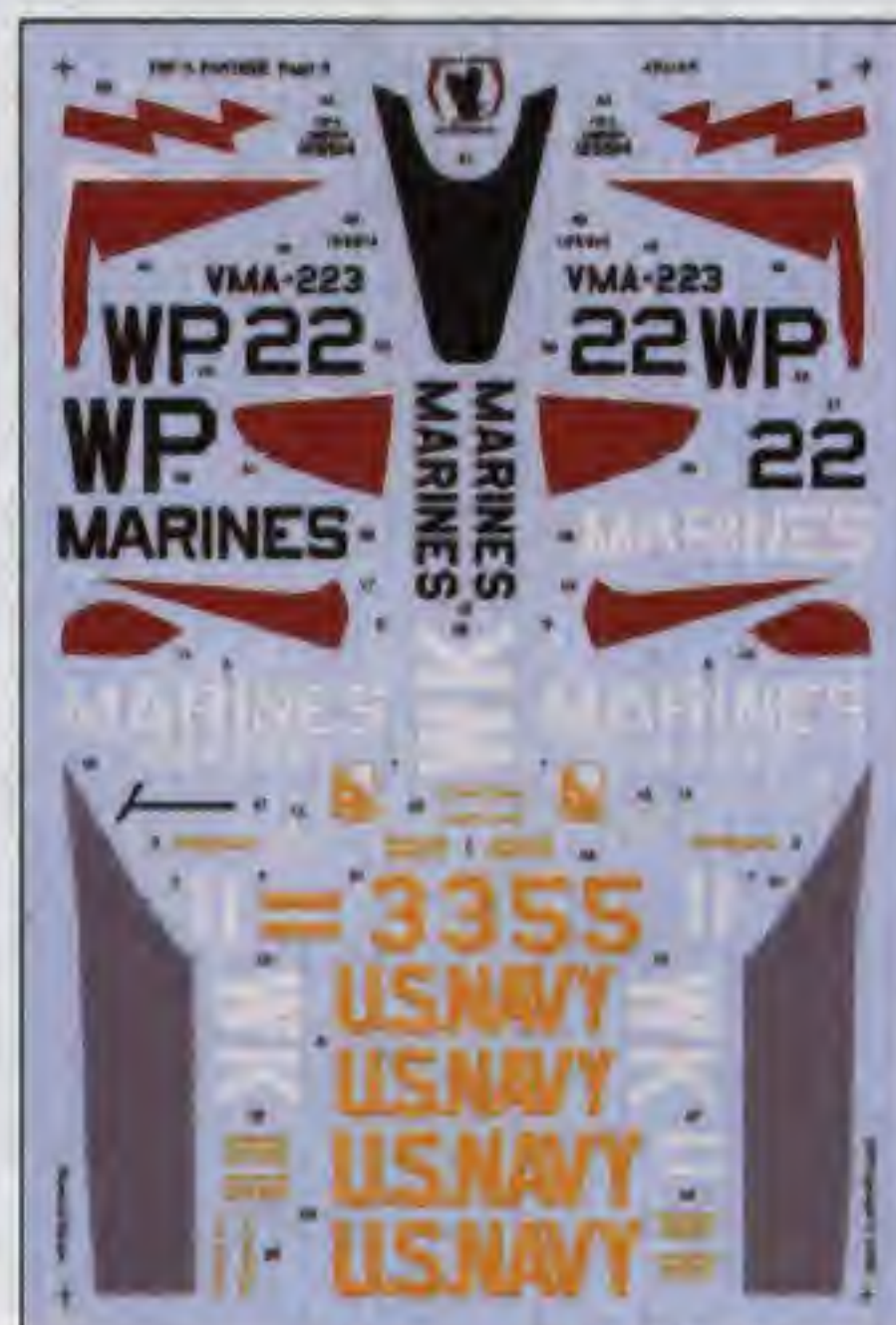
The sheet includes enough national insignia for two options and one set of stencils.

Price: TBC

48074 - Falcons Part III

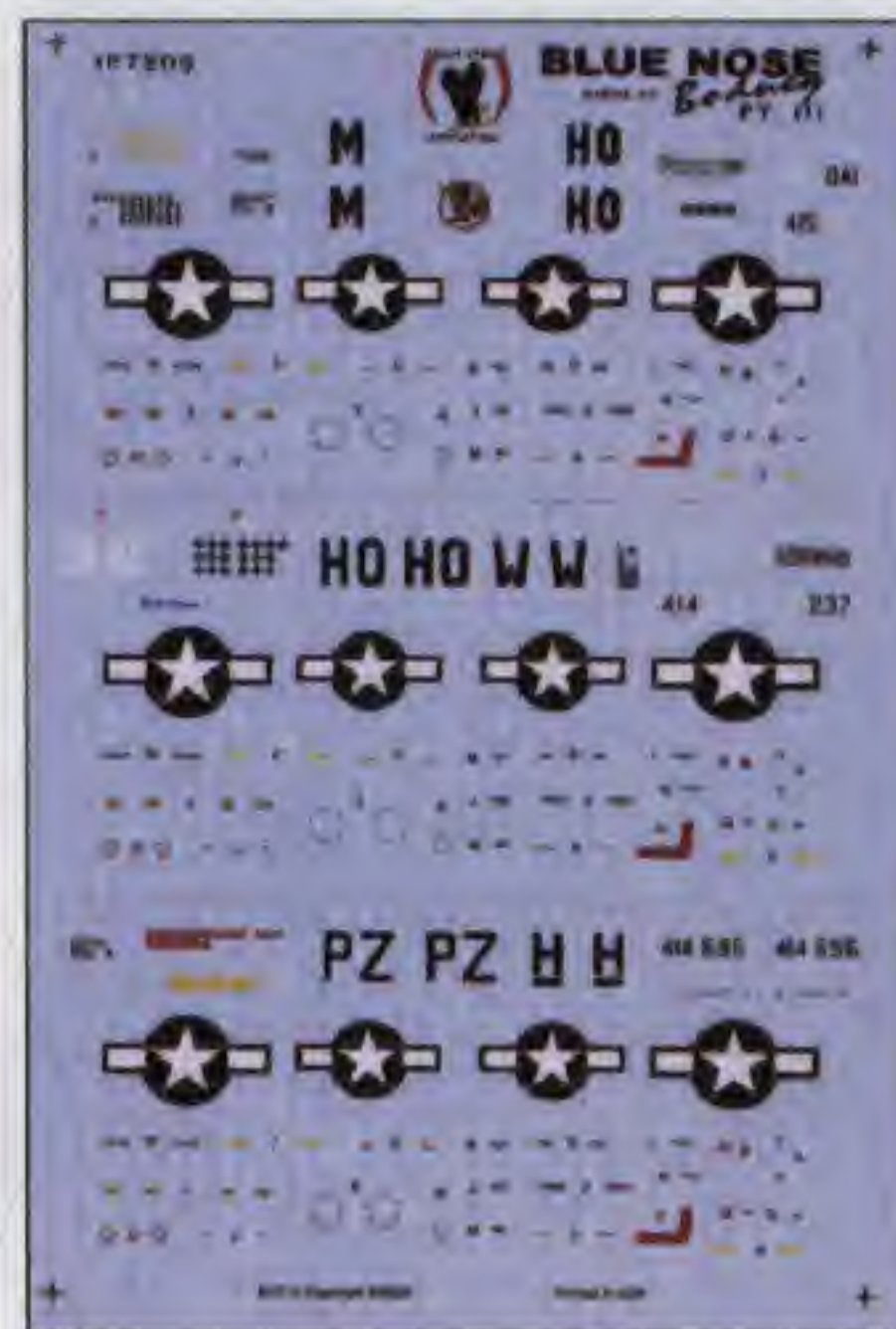
- 1. F-16CG Block 40, flown by Col. Dave 'Limbo' Scott of the 31st OG based at Aviano AFB, Italy.
- 2. F-16CJ Block 50 flown by Lt. Col. Joel Malone of the 13th FS, 35th FW based at Misawa, Japan.
- 3. F-16DJ Block 52, flown by Lt Michael Frost of the 523rd FS, 27th FG based at Cannon AFB, New Mexico.
- 4. F-16DJ Block 52 flown by Lt Chris Black of the 522nd FS, 27th FG based at Cannon AFB, New Mexico

The sheet includes enough national



48116 F9F-5 Panther - Eagle Strike

Note: All items for this column are to be sent to:
Group Editor (Richard A.Franks), P.O. Box 426, Bedford, MK43 0WF



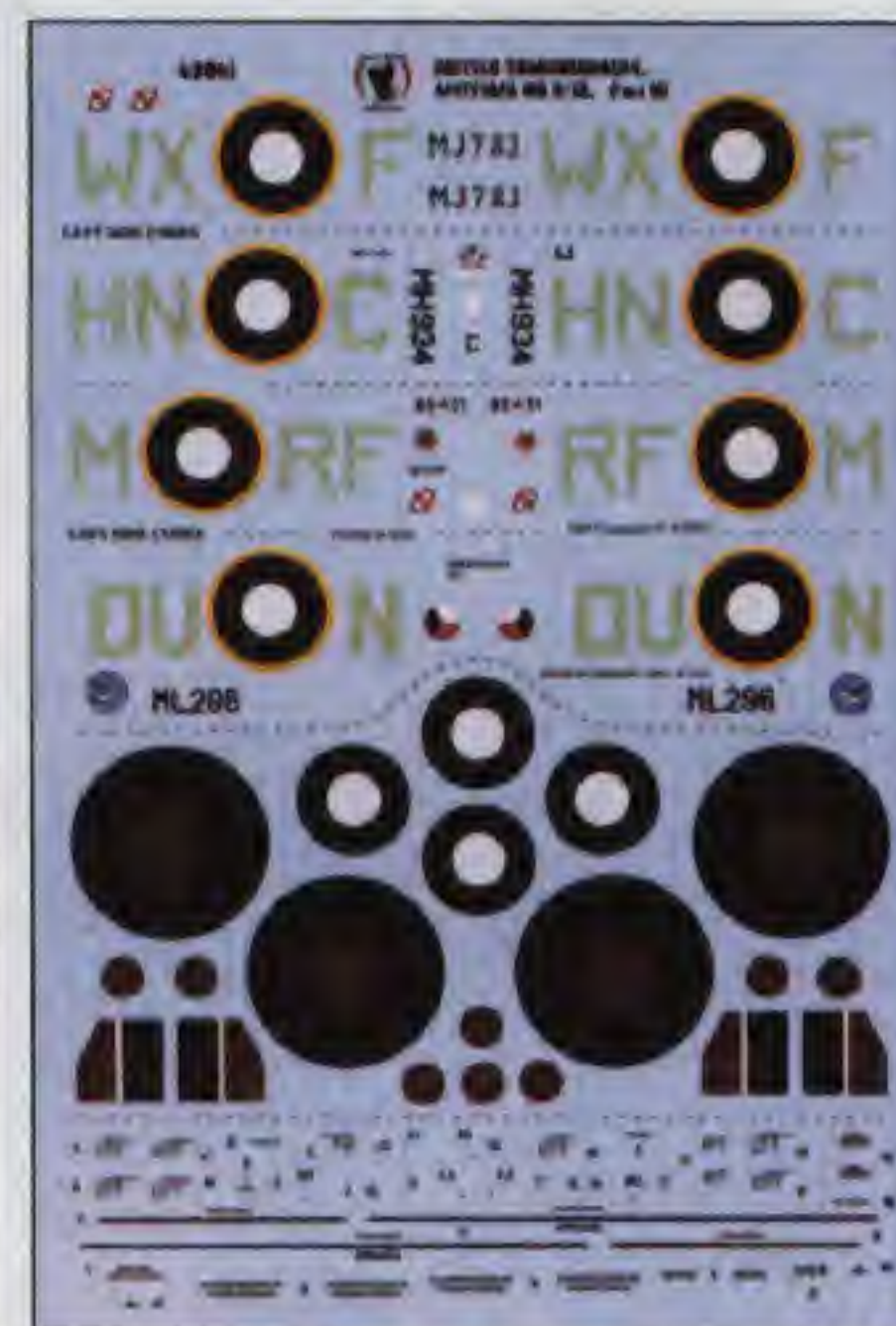
IP7209 Blue Nose Birds of Bodney Part 3 - Eagle Strike

insignia for each option and no stencils.

Price: TBC

48116 - F9F-5 Panther

- 1. F9F-5 Panther, BuNo.126070,



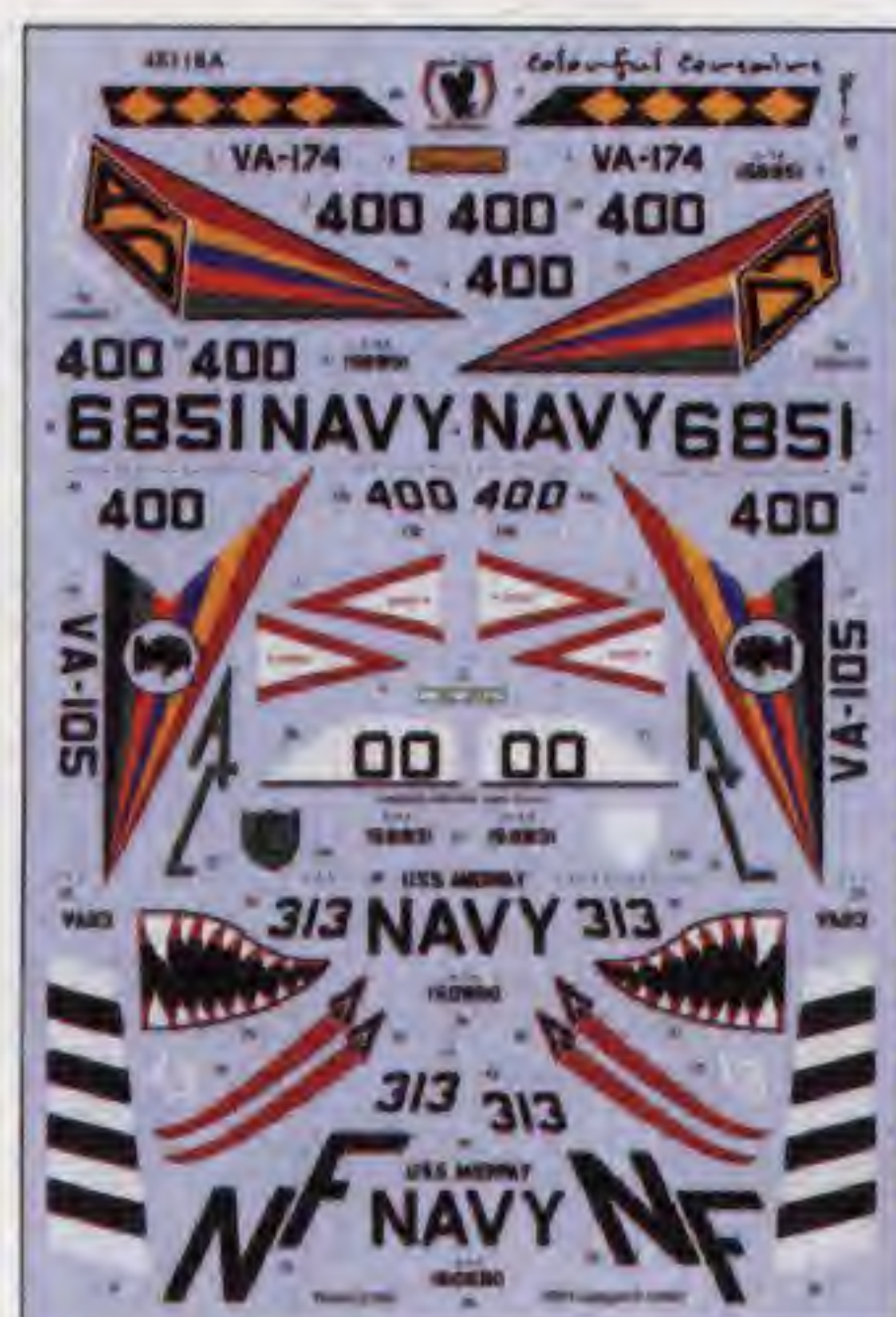
48061 British Thoroughbreds, Spitfire Mk IX Part III - Eagle Strike

'Yellow 1' flown by Lt Col. Ray Hawkins the Flight Leader of The Blue Angels in 1953.

- 2. F9F-5 Panther, BuNo. 126251, 'White WK/11' of VMA-224 based at MCAS El Toro, California in 1956.



48117 Colourful Corsairs Part I - Eagle Strike



48118 Colourful Corsairs Part II - Eagle Strike

•3. F9F-5 Panther, BuNo.125614, 'Black WP/22' of VMA-223.

The sheet includes enough national insignia for each option plus leading edge (bare metal) panels for one machine.

Price: TBC

48117 - Colourful Corsairs Part I

- 1. A-7E, BuNo. 158655 of VA-15 'Valions' based at MCAS Yuma, Arizona in 1977.
- 2. A-7E, BuNo.159968 of VA-87 'Golden Warriors' in January 1977.
- 3. A-7E, BuNo.158326 of VA-37 'Bulls' based at Nellis AFB in August 1973.

The sheet includes enough national insignia for all three options.

Price: TBC

48118 - Colourful Corsairs Part II

- 1. A-7E, BuNo. 156851 of VA-174 'Hellrazors' in December 1974.
- 2. A-7E, BuNo.158831 of VA-105 'Gunslingers'.
- 3. A-7E, BuNo.150880 of VA-93 'Ravens'.

The sheet includes enough national insignia for all three options.

Price: TBC

48130 - Texans over Korea Part I

- 1. AT-6D, S/No.42-85074 of the 6147th TC Group based at Seoul City airport in October 1952.
- 2. LT-6G, S/No.49-3350 'Moan'n Lisa' of the 6148th TACS based at Chunchon in 1952.
- 3. SNJ-5C, S/No. 51683 of the Joint Operations Center/Korea.
- 4. LT-6D, s/No. 49-3556, 'Peggy' of the 6148th TACS based at Chunchon in 1952.

The sheet includes enough national insignia for two options.

Price: TBC

48131 - Texans over Korea Part 2

- 1. LT-6D, S/No.49-3579 of the 6147th TACP Group based at Chunchon in 1953.
- 2. LT-6G, S/No.49-3594, 'Lil Pot' of the 6149th TACS based at Chunchon in 1953.
- 4. AT-6D, S/No. 42-86011 of the 6147th TACS based at Taegu in 1950.

The sheet includes enough national



48118 Colourful Corsairs Part II - Eagle Strike



48134 Russian National Insignia WWII - Eagle Strike

insignia for just one option.

Price: TBC

48134 - Russian National Insignia WWII

This sheet offers over 140 images of Russian national insignia for the WWII period on two separate sheets.

Price: TBC

48137 - US National Insignia 1947-Today

This sheet offers over 140 images of US national insignia in various sizes for the period after 1947 and up to the present day on two separate sheets.

Price: TBC

IP4805 - 357th Fighter Group Set 4 of 5

- 1. P-51D-15, 'Gentleman Jim' flown by Capt. Jim Browning of the 363rd FS.
- 2. P-51D-20, 'Mary Mae' flown by Lt.



48137 US National Insignia 1947-Today - Eagle Strike



48130 Texans over Korea Part I - Eagle Strike



48134 Russian National Insignia WWII - Eagle Strike

Richard Potter of the 357th FS.

- 3. P-51D-5, 'Sebastian Jr.' flown by Capt. Robert Becker of the 362nd FS.
- 4. P-51D-5, 'Rovin' Rhoda' flown by 1st Lt. Irv Snedecker of the 364th FS.

The sheet includes enough national insignia for two options plus two sets of stencils.

Price: TBC

IP4810 - Blue Nose Birds of Bodney Part 4 of 6

- 1. P-51B-10, S/No. 42-106471, 'Lambie II' flown by Capt. John C. Meyers of the 487th FS.
- 2. P-51B-10, S/No.42106472, 'The Flying Scott II' flown by Lt. Murdoch



IP4805 357th Fighter Group Set 4 of 5 - Eagle Strike



48131 Texans over Korea Part 2 - Eagle Strike



48137 US National Insignia 1947-Today - Eagle Strike

Cunningham and Lt Carleton

- Furman, both of the 486th FS.
- 3. P-51B-10, S/No. 42-106661, 'Hot Stuff' flown by Maj. William O. Jackson of the 486th FS.

The sheet includes enough national insignia for all three options plus two sets of stencils.

Price: TBC

Conclusion

Another great selection of subjects from Eagle Strike, all of which are printed to the high standards we expect.

Our thanks to Eagle Strike for the review samples. UK modellers may obtain this range from Hannants.



IP4810 Blue Nose Birds of Bodney Part 4 of 6 - Eagle Strike

Sky Models

Whenever a new batch of decals arrives from this manufacturer I always wonder just how many options each is going to offer? Well, here goes...

1/72nd Scale

SKY 72034 - Macchi MC.205

- 1. C.205N, MM499 1st prototype.
- 2. C.205N, MM500, 2nd prototype.
- 3. C.205, MM9291, 360^o Sqn, 155^o Gruppo, 51^o Stormo, Sardinia, Summer 1943.
- 4. C.205, 85^o Sqn, 18^o Gruppo, 3^o Stormo, 1943
- 5. C.205, JG77, Italy, 1943.
- 6. C.205, 351^o Sqn, 51^o Stormo, Sardinia, Summer 1943.
- 7. C.205, 1^o Sqn, 1^o Gruppo, ANR.
- 8. C.205V Serie III, 3^o Sqn, 1^o Gruppo, ANR, Campodiformio, Spring 1944.
- 9. C.205, MM9348, Co-Belligerent AF, Lecce-Galatina, Autumn 1944.
- 10. C.205V Serie I, 72^o Sqn.
- 11. C.205V, 352^o Sqn.
- 12. C.205V serie I, MM9313, 88^o Sqn, 1^o Stormo, Sicily, 1943.
- 13. C.205V Serie III, 3^o Sqn, 1^o Gruppo, ANR. Flown by Ten.R. Talamini based at Campodiformio, Spring, 1944.
- 14. C.205V serie II, MM92266, 1^o Sqn, 1^o Gruppo, ANR. Flown by L. Illo Magnaghi at Campodiformio, 1944.
- 15. C.205V Serie III, MM92273, 2^o Sqn, 1^o Gruppo based at Vicenza, July 1944.
- 16. C.205V Serie III, MM92214, flown by Capt. Pilot Mariotti over occupied Rome on the 6th October 1943.
- 17. C.205V Serie III, 97^o Sqn, Co-Belligerent AF.
- 18. C.205V Serie III, MM92160 flown by Sqn Pilot Ten. Martinelli from Monserrato, Sardinia in the Summer of 1943.
- 19. C.205V Serie I based at Monserrato, Sardinia in the Summer of 1943.
- 20. C.205V, MM9370 flown by Pilot Ten. A.Ballista who was shot down on the 20th November 1944 in Albania.
- 21. C.205V, MM9397, AMI based at Lecce in early 1946.
- 22. C.205, 360^o Gruppo, Co-Belligerent AF
- 23. C.205V, MM9362, AMI based at Lece in early 1946.
- 24. C.205V, MM9337 captured at Catania by No.3 Sqn, RAAF in August 1943 (early markings)
- 25. C.205V, MM9337 as captured by No.3 Sqn, RAAF in August 1943 (later markings).
- 26. C.205V Serie III, 2^o Sqn, 1^o Gruppo, ANR.
- 27. C.205V Serie III, 3^o Sqn, 1^o Gruppo, ANR. Flown by Ten. Pilot. Oddone Colonna.
- 28. C.205, JG 77, Italy 1943.
- 29. C.205, MM9343, 155^o Gruppo, 51^o Stormo, Co-Belligerent AF.

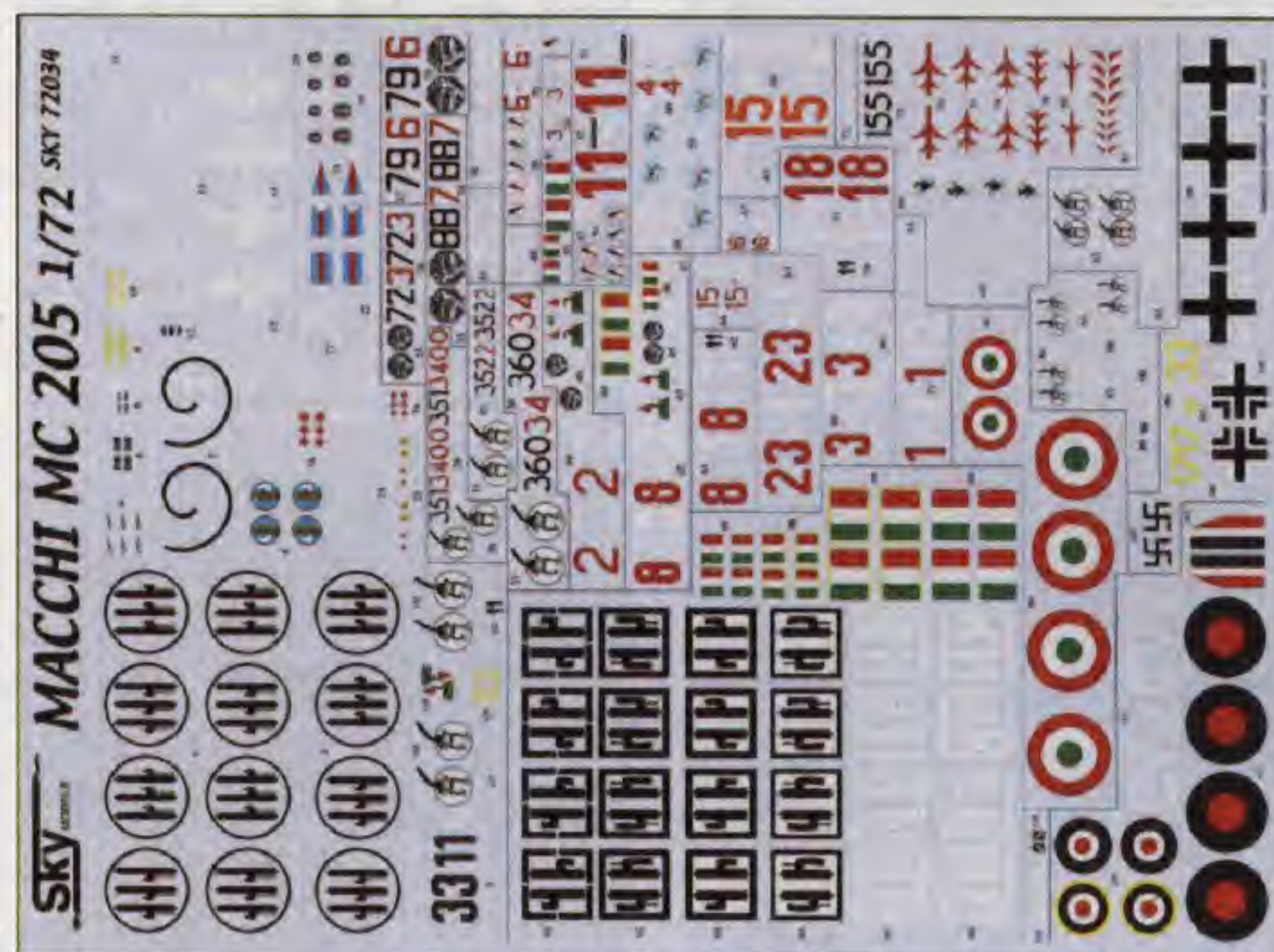
- 30. C.205V, 1^o Sqn. 1^o Gruppo, ANR.
- 31. C.205V Serie III, 3^o Sqn, 1^o Gruppo ANR, Campodiformio, Spring 1944.
- 32. C.205V Serie III, 1^o Sqn, 1^o Gruppo, ANR.
- 33. C.205V Serie III, MM9350, 3^o Sqn, 1^o Gruppo, ANR based at Campodiformio, Spring 1944.
- 34. C.205V Serie III, 2^o Sqn, 1^o Gruppo, ANR, Campodiformio, January 1944.
- 35. C.205, 79^o Sqn, 1^o Stormo.
- 36. C.205 Fotografico (PR version), 351^o Sqn.
- 37. C.205, 75^o Sqn.
- 38. C.205, 85^o Sqn, 18^o Gruppo, 3^o Stormo, 1943.
- 39. C.205, 95^o Sqn, 18^o Gruppo, 3^o Stormo, 1943.
- 40. C.205, 351^o Sqn, 51^o Stormo, Sardinia, Summer 1943.
- 41. C.205V, 86^o Sqn, 18^o Gruppo, 3^o Stormo, Summer 1943
- 42. C.205, 155^o Gruppo, 51^o Stormo, Co-Belligerent AF.
- 43. C.205, 21^o Gruppo, 51^o Stormo, Co-Belligerent AF based at Lecce in the Autumn of 1944.

This sheet offers a huge selection of national insignia, probably good for seven Italian, one German and one British option.

1/48th Scale

Sky 48040 - P-47 Thunderbolt Part II

- 1. P-47D-5, s/No. 42-74753 flown by



SKY 72034 Macchi MC.205 - Sky Models

- Lt. Q. Brown of the 84th FS, 78th FG based at Duxford in March 1944.
- 2. P-47C-2, flown by Lt. F. McCauley of the 61st FS, 56th FG based at Halesworth in October 1943.
- 3. P-47D-6, flown by Lt. J. Truluck of the 63rd FS, 56th FG based at Halesworth in March 1944.
- 4. P-47D-25, flown by Lt. Col. R. Coffey of the 365th FG based at Azeville, France in July 1944.
- 5. P-47D-28 of the 395th FS, 368th FG based at St Dizier, France in May 1945.
- 6. P-47D-1, flown by Maj. J. Oberhansly of the 82nd FS, 78th FG based at Duxford in December 1944.

- 7. P-47D-25, flown by Capt. F. Christensen of the 62nd FS, 56th FG based at Boxted in July 1944.
- 8. P-47C-2, flown by Capt. R.Lamb of the 61st FS, 56th FG based at Halesworth in August 1944.
- 9. P-47D-2, flown by Lt. J. Hodges of the 378th FS, 362nd FG based at Wormingford in 1943.
- 10. P-47D-30, flown by Col. Joseph Laughlin of the 362nd FG based at Furth, Germany in April 1945.
- 11. P-47D of the 86th FS, 79th FG, 12th AF based in Italy in 1945.
- 12. P-47N of the 465th FS, 414th FG based on Iwo Jima in 1945.

This sheet only offers national insignia for two options.

SKY 48041 - Ki-84 Hayate

- 1. Ki-84Ko of the 13th Hiko-Sentai, Japan, 1945.
- 2. Ki-84Ko of the 47th Hiko-Sentai, 1st Chutai based at Barimasu AB, Tokyo, Japan, 1945.
- 3. Ki-84Ko flown by Capt Shigeru Tsirita of the Kyodo-Hikoi-Sentai based at Mito AB, Ibaraki, Japan, February 1945.
- 4. Ki-84 2nd Increase Prototype of the Kyodo-Hiko-Shidan at Akeno AB, Japan, 1945.
- 5. Ki-84Ko flown by Sgt Sosuke Miyata of the 10th Rensei-Hikotai based at Yura AB, Japan, May 1945.
- 6. Ki-84Ko flown by 1st Lt. Toshi Hoshi of the 200th Hiko-Sentai based at Akeno AB, Japan, October 1944.
- 7. Ki-84Ko flown by Sgt Hisashi Nishida of the Army Special Attack Unit, 57th Shinbu-Tai in May 1945.
- 8. Ki-84Ko flown by Lt. Toku Ueda of the Army Special Attack Unit based at Miyakonojo AB, Japan, May 1945.
- 9. Ki-84Ko flown by Capt. Shigeru Tsuruta of the Hitachi Kyodo-Hiko-Shidan based at Nitta AB, Japan in June 1945
- 10. Ki-84Ko flown by 1st Lt. Takeshi Imoto of the Army Special Attack unit based at Tatebayashi AB, Japan, August 1945.
- 11. Ki-84 1st batch supplementary



SKY 48040 - P-47 Thunderbolt Part II - Sky Models

prototype, flown by WO Susumu Kuge of the 22nd Hiko-Sentai, 3rd Chutai based at Nakatsu AB, Japan, April 1944.

•12. Ki-84Ko of the Army Special Attack Unit, 58th Shinbu-Tai based at Miyakonojo AB, Japan, May 1945.

•13. Ki-84Ko, 11th Hiko-Sentai, 2nd Chutai based in the Philippines in January 1945

•14. Ki-84Ko flown by Capt. Tomojiro Ogawa of the 1st Chutai, 103rd Sentai based at Itami airfield in January 1945

•15. Ki-84Ko, flown by Capt. Tomojiro Ogawa of the 1st Chutai, 103rd Sentai based at Itami airfield in January 1945

•16. Ki-84Ko flown by 1st Lt. Shigeyasu Miyamoto of the 3rd Chutai, 103rd Sentai based at Itami airfield in January 1945

•17. Ki-84Ko flown by Maj. Koki Kawamoto of the HQ Chutai, 50th Sentai based at Phnom Penh, Indochina in April 1945.

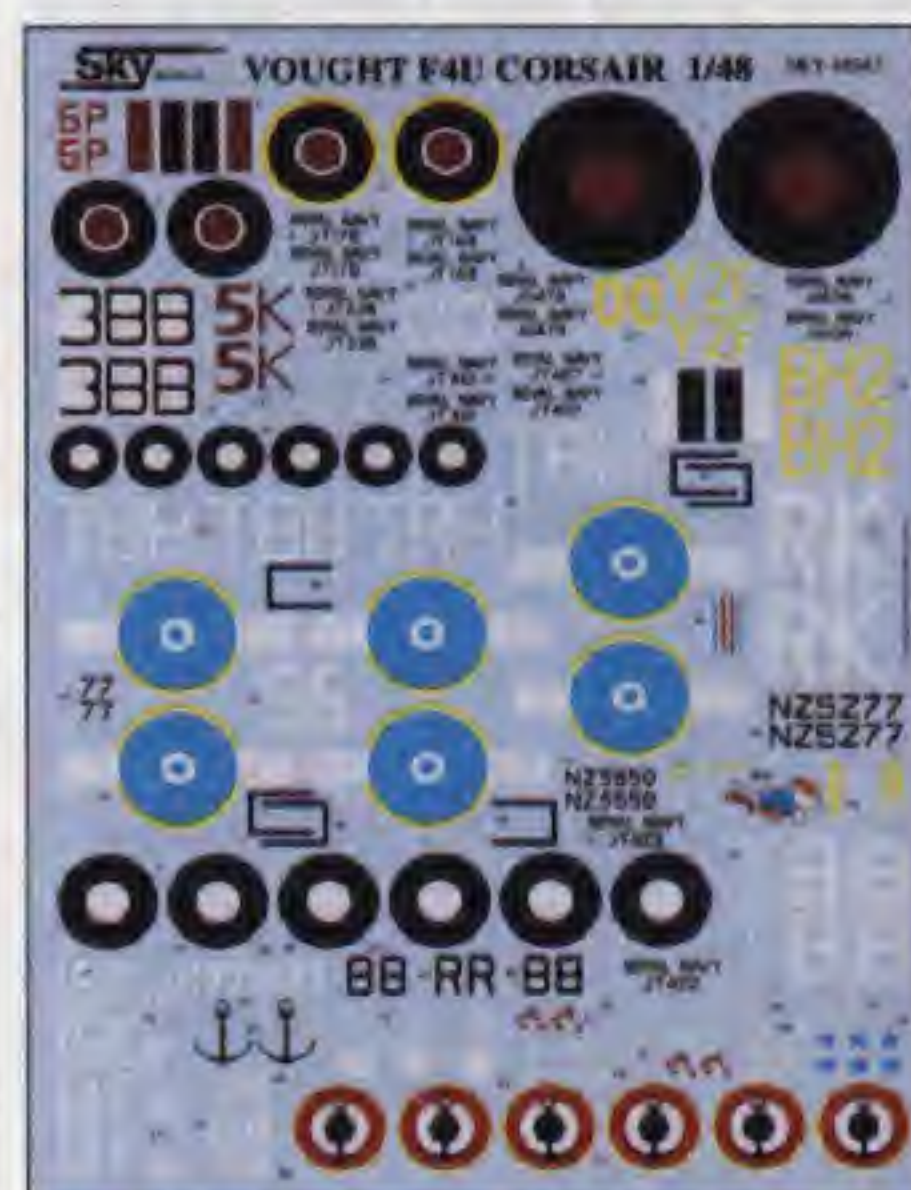
•18. Ki-84Ko flown by Capt. Tadao Ikeda of the 51st Hiko-Sentai based at Shimodate AB, Japan, February 1945.

•19. Ki-84Ko, flown by Sgt Misao Okubo of the 85th Hiko-Sentai, 2nd Chutai based in China in the Autumn of 1945.

•20. Ki-84Ko of the 101st Hiko-Sentai, 2nd Chutai based in Japan in the Summer of 1945.

•21. Ki-84Otsu of the 104th Hiko-Sentai, 3rd Chutai based at Anshan AB, Manchuria in August 1945.

This sheet offers enough national insignia for just two complete machines.



SKY 48043 F4U Corsairs - Sky Models

SKY 48043 - F4U Corsairs

•1. F4U-1A, BuNo. 17594 of No.1835 Squadron, FAA in 1945.

•2. F4U-1D, BuNo. 50547, NZ5550 of No.3 Sqn, RNZAF based at Ardmore, New Zealand in October 1944.

•3. F4U-1A, NZ5277 of the RNZAF based in the Solomons in 1945.

•4. F4U-4N of No.1835 Squadron, FAA on USS Premier in August 1945.

•5. F4U-4N, JT422 of No.1836 Sqn, FAA based on HMS Victorious and flown by Lt. Knight in January 1945.

•6. F4U-4N, JT427 of No.47 Wing on



SKY 48041 Ki-84 Hayate - Sky Models

USS Victorious and flown by Maj. R.C. Hay RM in January 1945.

•7. F4U-4N, JT410 of No.1836 Sqn on HMS Victorious and flown by Sub. Lt. D.J. Sheppard RCNVR in January 1945.

•8. F4U-7, BuNo. 133669 of Flottille 12F on Arromanches during the Suez Crisis in November 1956.

•9. F4U-7, BuNo.133667 of Flottille 14 Aéronavale on Arromanches in 1954.

•10. F4U-7, BuNo.133708 of Flottille 14 Aéronavale on Arromanches in 1954.

•11. F4U-7, BuNo.133554 of Flottille 14 Aéronavale on Arromanches in 1954.

•12. F4U-5 of the Honduran Air Force, flown by Maj. Fernando Soto Henriquez during the 'Football War' in 1969.

•13. F4U-1A, JT168 of No.1835 Sqn, FAA in September 1943.

•14. F4U-1, JS636 of No.759 Sqn, FAA in 1944-5.

•15. F4U-1A, JT238 of No.738 Sqn, FAA in 1943.

•16. F4U-1D, JS479 of No.718 Sqn, FAA in 1945.

This sheet offers enough national insignia for seven options.

SKY 48046 - F6F Hellcat

•1. F6F-3, BuNo.40467 flown by Lt(jg) A. Vraciu of VF-6 on USS Intrepid in February 1944

•2. F6F-5, BuNo.72534 flown by Ens. D. McPherson, B Kingston Jr., and L. Ward of VF-83 on USS Essex in May 1945.

•3. F6F-3, BuNo.06061 flown by Lt. R. Stambook of VF-27 on USS Princeton in October 1944.

•4. F6F-5, BuNo.70143 flown by D. McCampbell the CO of Air Group 15 on USS Essex in October 1944.

•5. F6F-5, flown by Ens. B. Burnell of VF-27 on USS Princeton in October 1944.

•6. F6F-5 flown by Ens. A.R. Wood and E.W. Olsewski of VOF-1 on USS Tulagi in August 1944.

•7. F6F-5 flown by Ens. P.E.Drury of VF-27 on USS Princeton in October 1944.

•8. F6F-5, BuNo.58069 flown by Ens. E. Troup of VF-29 on USS Cabot on the 29th October 1944.

•9. F6F-5 flown by Lt. H. McWhorter of VF-12 on USS Randolph in January 1945.

•10. F6F-3, BuNo.66064 flown by Ens. E. Wendorf of VF-16 on USS Lexington in December 1943.

•11. F6F-5 flown by Lt. C. Stimpson of VF-11 on USS Hornet in November 1944.

•12. F6F-3 flown by Lt (jg) F. Fleming of VF-16 on USS Lexington in April 1944.

•13. F6F-3 flown by Lt (jg) A. Vraciu of VF-16 on USS Lexington in June 1944.

•14. F6F-5N, BuNo.70147 flown by Lt. W.E. Henry of VF(N)-41 on USS Independence on the 21st September 1944.

•15. F6F-3 flown by Ens. G.A. Stanley of VF-27 on USS Princeton in September 1944.

•16. F6F-5 flown by Lt L.B. McCuddin of VF-20 on USS Enterprise in October 1944.

•17. F6F-5 flown by Ens. R.E. Murray of VF-29 on USS Cabot in April 1945.

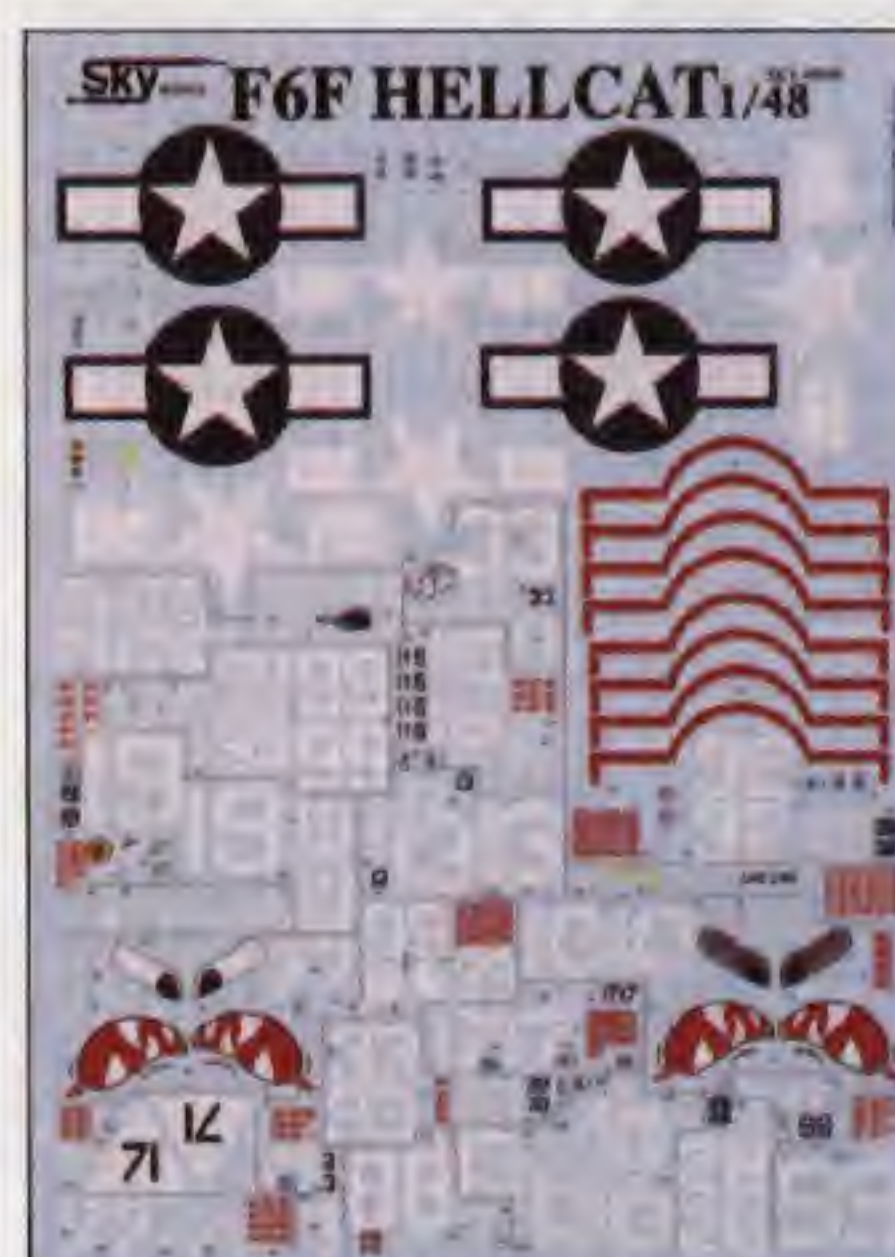
•18. F6F-5N flown by Maj. R.B. Porter of VMF(N)-533 from Okinawa in June 1945.

•19. F6F-5 flown by T.H. Withers the commander of Air Group 19 on USS Lexington on the 25th November 1944.

•20. F6F-3 of VF-51 on USS San Jacinto in July 1944.

•21. F6F-5, BuNo.72827 of VMF(N)-533 based at Le Shima on the 27th June 1945.

This sheet gives you just one set of national insignia.



SKY 48046 F6F Hellcat - Sky Models

Conclusion

Phew...! Well, as you can see you certainly get a lot of options on these sheets. They are all beautifully printed by Cartograf, so you know the quality. I think that once again we can highly recommend all of the above featured sheets.

Our thanks to Sky Models for the review samples. UK modellers can purchase this range from Hannants.

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1/72nd Scale

72-A008 - Stencil Letters & Numbers Part 2

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72-A024 - US Aircraft Carrier Names [Midway thru Nimitz Class]

This sheet of stencilled carrier names is offered in black, FS.36321 (grey), FS.36320 (grey) and dark grey. Price: \$9.00

72-045 - Junkers Ju 87B-2/R-2

- 1. Ju 87B-2, A5+HH of 1., StG 1 based in Bulgaria in 1941.
- 2. Ju 87B-2, T6+AN of 5., StG 2 in North Africa in 1941.
- 3. Ju 87B-2, T6+IR of 7., StG 2 in Russia during 1941-2.
- 4. Ju 87B-2, S7+BB of Stab.I/StG 3 based in Libya in 1942. Price: \$10.00

72-048 - Menacing MiGs

- 1. MiG-29 Fulcrum A of the 1st Fighter Regiment ('Watzawa'), Polish Air Force, 1994.
- 2. MiG-29 Fulcrum A of Soviet Air Force based at Maryy AB in 1989.
- 3. MiG-29 Fulcrum A, 'White 47' of the 120th IAP, based at Domna AB in 1993.
- 4. MiG-29 Fulcrum A of the Ukrainian Knights demonstration team in 1994.
- 5. MiG-29 Fulcrum A, 'White 45' of the 120th IAP based at Domna AB in 1993. Price: \$10.00

1/48th Scale

48-105 - Menacing MiGs

- 1. MiG-29 Fulcrum A, 'Red 115' of the 1st Fighter Regiment ('Warszawa'), Polish Air Force, 1994.
- 2. MiG-29 Fulcrum A, 'Black 01' of the Soviet Air Force, based at Maryy AB in 1989.



48-106 Menacing MiGs - CAM



72-A008 Stencil Letters & Numbers Part 2 - CAM

The first option has a huge shield painted on the dorsal area and the latter options has both sharkmouth (nose) and bee (tail) artwork. Price: \$10.00

48-106 - Menacing MiGs

- 1. MiG-29 Fulcrum A, 'White 47' of the 120th IAP, based at Domna AB in 1993.
- 2. MiG-29 Fulcrum A of the Ukrainian Knights demonstration team in 1994.
- 3. MiG-29 Fulcrum A, 'White 45' of the 120th IAP based at Domna AB in 1993. Price: \$10.00

48-119 - Jammin' Prowlers

- 1. EA-6B Prowler, BuNo.163526 of VAQ-130 'Zappers', CVW-3 on USS Harry S. Truman (CVN-75) in 2002. This machine carries large dragon artwork on the vertical fin. Price: \$10.00

48-120 - Lockheed S-3B Viking

- 1. Lockheed S-3B viking, BuNo.15938, 'Navy One' of VS-35 Blue Wolves (CVW-14) on USS Abraham Lincoln (CVN-72) in 2003. This machine took President George W. Bush from NAS North Island to USS Abraham Lincoln on the



48-119 Jammin' Prowlers - CAM



72-A024 US Aircraft Carrier Names [Midway thru Nimitz Class] - CAM



72-048 Menacing MiGs - CAM

1st May 2003, making him the first ever sitting US President to make an arrested landing on an aircraft carrier. Price: \$10.00

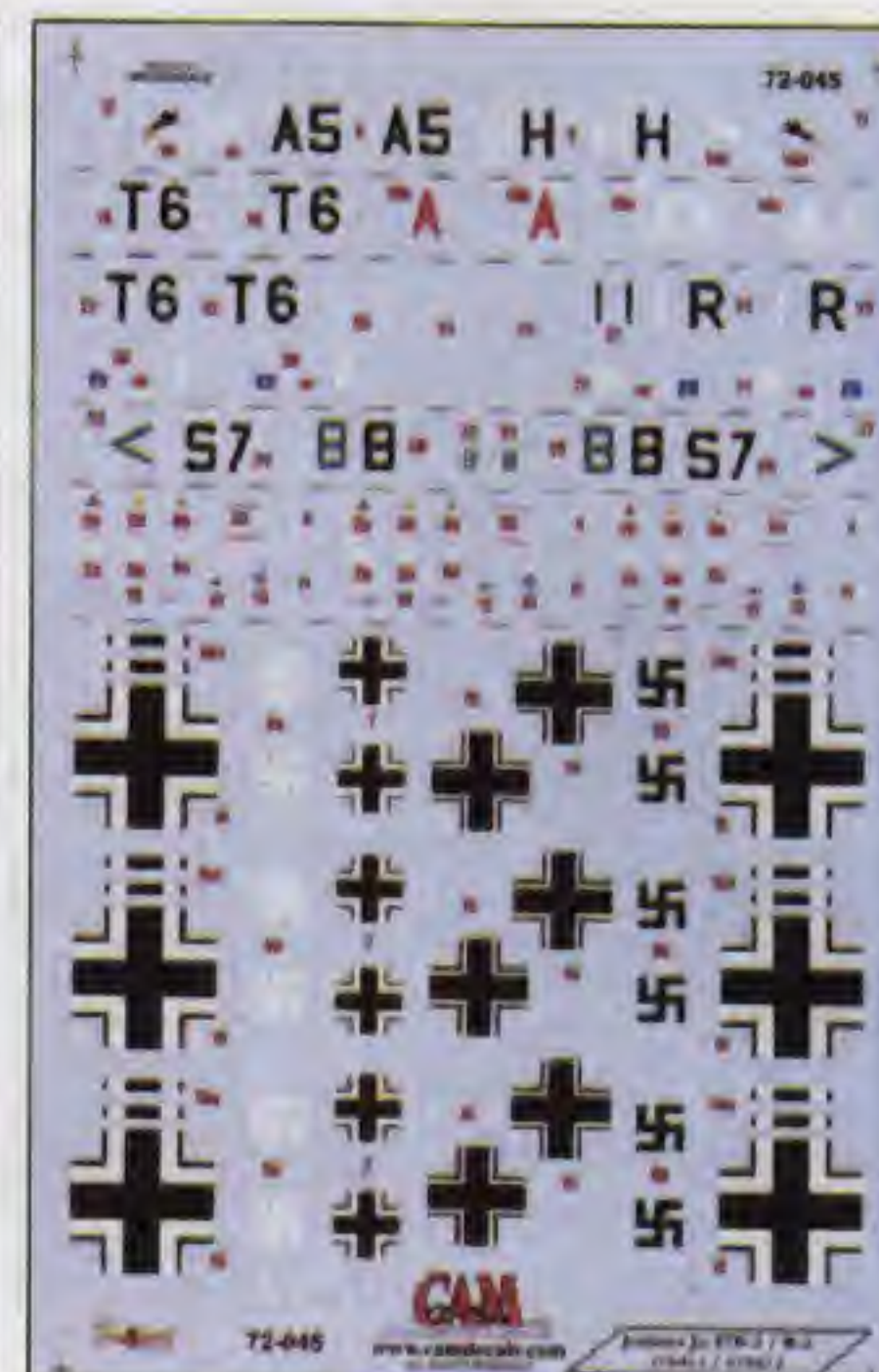
1/32nd Scale

32-A030 - German Insignia Part I

This sheet offers a mass of swastika in various sizes and styles. Price: \$10.00



48-120 Lockheed S-3B Viking - CAM



72-045 Junkers Ju 87B-2/R-2 - CAM



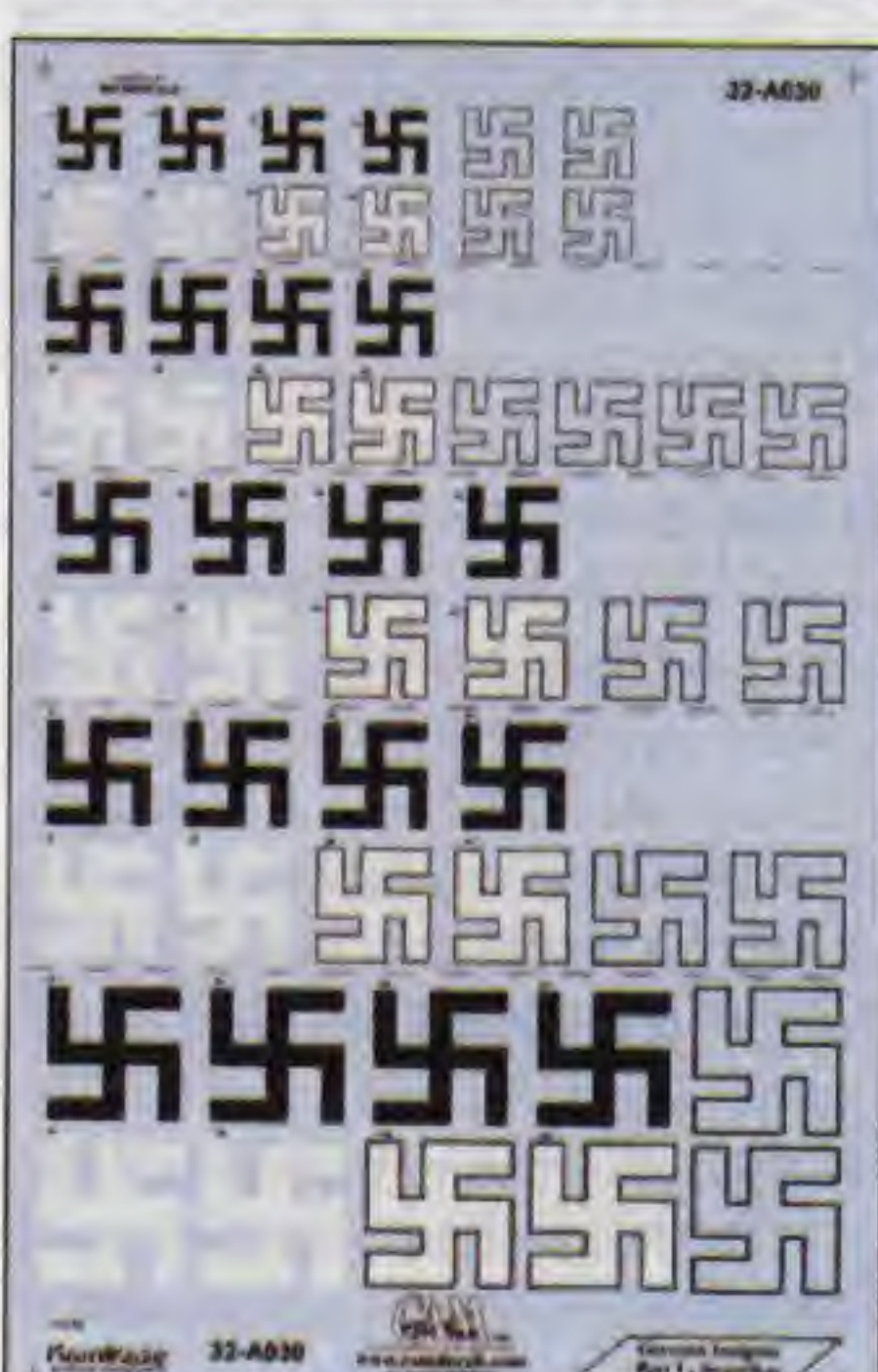
48-105 Menacing MiGs - CAM

32-137 - Big & Deadly Jugs

- 1. P-47N, S/No. 44-88211, 'Lil' Meaties Meat Chopper' flown by Lt. Oscar Perdomo (the last ace of WWII) of the 464th FS, 507th FG based at Le Shima in 1945. Price: \$10.00

32-146 - Menacing MiGs

- 1. MiG-29 Fulcrum A, 'Red 115' of the 1st Fighter Regiment ('Warszawa'),



32-A030 German Insignia Part I - CAM



32-137 Big & Deadly Jugs - CAM



32-147 Menacing MiGs - CAM

Polish Air Force, 1994.

•2. MiG-29 Fulcrum A, 'Black 01' of the Soviet Air Force, based at Maryy AB in 1989.

The first option has a huge shield painted on the dorsal area and the latter option has both sharkmouth (nose) and bee (tail) artwork.

Price: \$14.00

32-147 - Menacing MiGs

•1. MiG-29 Fulcrum A, 'White 47' of the 120th IAP, based at Domna AB in 1993.

•2. MiG-29 Fulcrum A of the



24-013 Thoroughbred Mustangs - CAM



32-146 Menacing MiGs - CAM



32-147 Menacing MiGs - CAM

Ukrainian Knights demonstration team in 1994.

•3. MiG-29 Fulcrum A, 'White 45' of the 120th IAP based at Domna AB in 1993.

Price: \$15.00

32-157 - Big & Deadly Jugs

•1. P-47N-1-RE, S/No. 44-88074

'Bitter' of the 19th FS, 319th FG based at Le Shima in 1945. Price: \$10.00

1/24th Scale

24-013 - Thoroughbred Mustangs

•1. P-51B, 'East Side Rat', flown by Cecil R. Watts of the 38th FS, 55th FG in 1944. Price: \$10.00

24-014 - Thoroughbred Mustangs

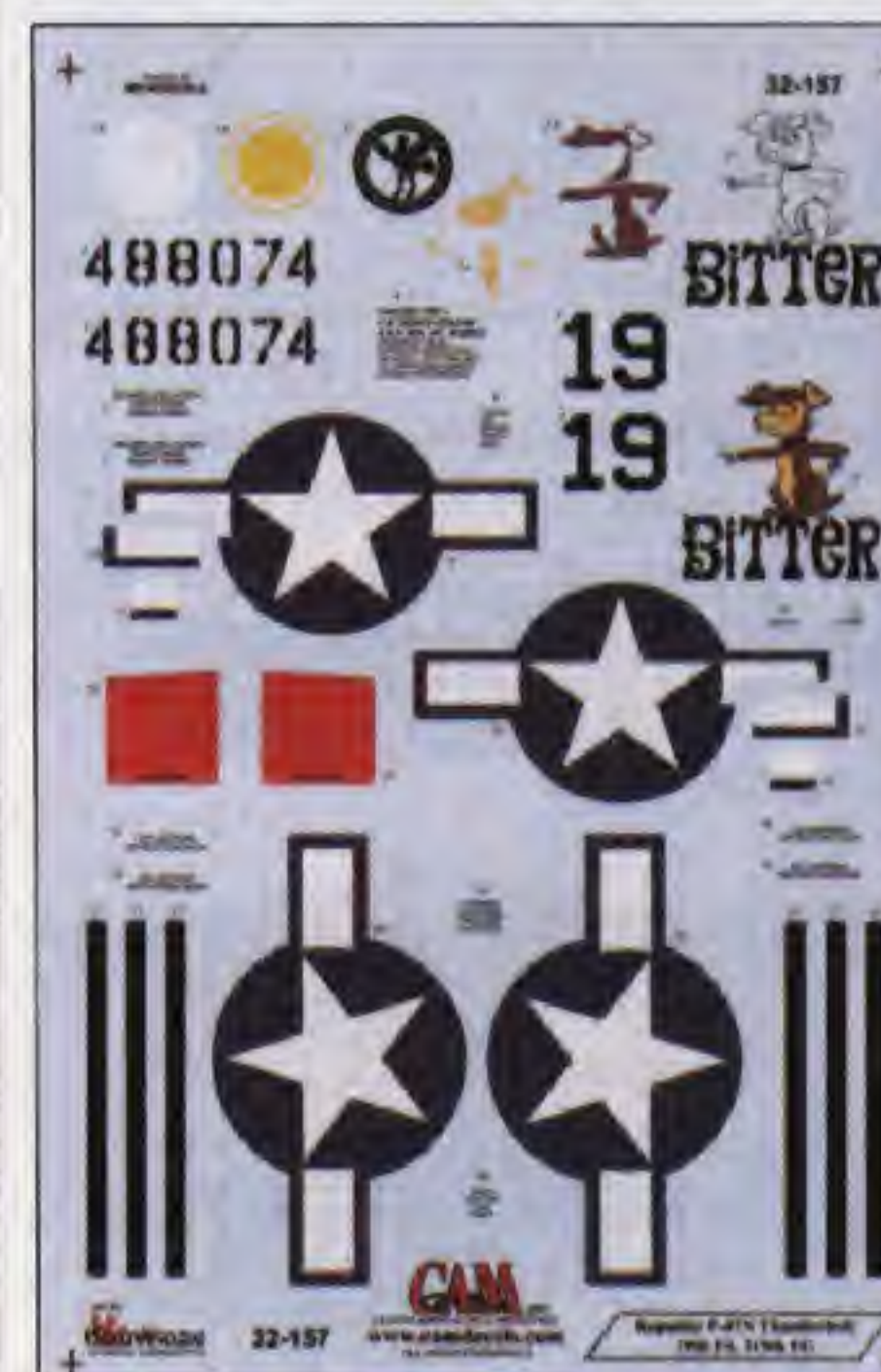
•1. P-51B-10-NA, S/No.42-106473,



24-014 Thoroughbred Mustangs - CAM



32-146 Menacing MiGs - CAM



32-157 Big & Deadly Jugs - CAM

flown by John Pugh of the 362nd FS, 357th FG in 1944.

Price: \$10.00

24-015 - Thoroughbred Mustangs

•1. P-51C, S/No.42-106750 of the 5th FS, 52nd FG based at Madna, Italy in 1944. Price: \$10.00

Conclusion

This is an excellent batch of new releases from CAM. All of them are beautifully printed by Microscale, so you all know their quality. Some of those featured above feature the new all-colour instructions, which are a vast improvement on the older style black and white ones.

Our thanks to Brookhurst Hobbies for the review samples.



24-015 Thoroughbred Mustangs - CAM

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URO 025	Fokker D.VII (early)	£7.50
URO 026	Albatros D.III Ceffag s.253	£7.50
URO 027	Heinkel He.111E NEW	£18.95
URO 028	Albatros W4 (early)	£7.50
URO 029	Fokker D.VII DAW (mid)	£7.50
URO 030	Albatros D.III Ceffag s.153 (late)	£7.50
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Twobobs Aviation Graphics

The latest batch of releases from this American firm has been sent directly to us for review this month.

1/72nd Scale

72-019 - F-16C Tiger Meet of The Americas [Colorado ANG]

- 1. F-16C Block 30, S/No. 87-241.
- 2. F-16C Block 30, S/No. 87-254.

The first option is in special tiger stripes for the Tiger Meet of the Americas in 2001 and the second option is a standard scheme machine of the Colorado ANG.

This sheet offers all the markings and stencils for both options and that includes all the tiger stripes! Price: \$10.50

72-020 - S-3B 'Navy I'

- 1. Lockheed S-3B Viking, BuNo.159387, 'Navy One' of VS-35 Blue Wolves (CVW-14) flown by Executive Officer Cdr John 'Loose' Lussier on USS Abraham Lincoln (CVN-72) in 2003.

This machine took President George W. Bush from NAS North Island and landed on USS Abraham Lincoln on the 1st May 2003, making him the first ever sitting US President to make an arrested landing on an aircraft carrier.

- 2. Lockheed S-3B Viking, BuNo.160124, of VS-35 Blue Wolves (CVW-14) on USS Abraham Lincoln (CVN-72).

This is the well known machine with the 'Santa splot' artwork on the nose cap. Price: \$9.50

72-021 - F-15E Iraqi Freedom Throwback Nose Art

- 1. F-15E, S/No. 88-1671, 'Shanghai-La II' of the 336th Fighter Squadron during Operation Iraqi Freedom.
- 2. F-15E, S/No. 88-1687, 'Back for More - Mad Duck IV' of the 336th Fighter Squadron during Operation Iraqi Freedom.
- 3. F-15E, S/No. 89-0485, 'Memphis



72-019 F-16C tiger Meet of The Americas [Colorado ANG] - Twobobs Aviation Graphics

Belle III' of the 336th Fighter Squadron during Operation Iraqi Freedom.

- 4. F-15E, S/No. 88-1700, 'Dragon Betty II' of the 336th Fighter Squadron during Operation Iraqi Freedom.

This sheet offers all the nose art for each option plus enough national insignia and stencils for one option.

Price: \$9.50

1/48th Scale

48-053 - F-15E Iraqi Freedom Throwback Nose Art

This is a scaled-up version of the 1/72nd scale (72-021) sheet reviewed elsewhere.

This sheet offers all the nose art for each option plus enough national insignia and stencils for one option.

Price: \$9.50

48-054 - A-10A Bagram Warthogs

- 1. A-10A, S/No. 79-111 of the 706th FS, 926th FG based at Bagram, Afghanistan in 2002 in support of Operation Enduring Freedom.

- 2. A-10A, S/No. 79-093 of the 706th FS, 926th FG based at Bagram, Afghanistan in 2002 in support of Operation Enduring Freedom.

This sheet offers all the nose art for each option plus enough national insignia and stencils for both options.

Price: \$9.50

48-055 - F-14D Felix In The Fight!

- 1. F-14D, BuNo. 164600, '101' of VF-21 Tomcatters on USS Abraham Lincoln during Operation Iraqi Freedom.
- 2. F-14D, BuNo. 163898, '104' of VF-21 Tomcatters on USS Abraham Lincoln during Operation Iraqi Freedom.
- 3. F-14D, BuNo. 163895, '111' of



48-053 F-15E Iraqi Freedom Throwback Nose Art - Twobobs Aviation Graphics

VF-21 Tomcatters on USS Abraham Lincoln during Operation Iraqi Freedom.

- 4. F-14D, BuNo. 163413, '107' of VF-21 Tomcatters on USS Abraham Lincoln during Operation Iraqi Freedom.

- 5. F-14D, BuNo. 159618, '110' of VF-21 Tomcatters on USS Abraham Lincoln during Operation Iraqi Freedom.

This sheet offers all the unique markings for each option plus one set of hi-viz and one set of low-viz national insignia and stencils.

Price: \$9.50

1/32nd Scale

32011 - F/A-18C 'SHWFOTS' of VFA-94

- 1. F/A-18C, BuNo. 164048, '400'.
- 2. F/A-18C, BuNo.164027, 401'.

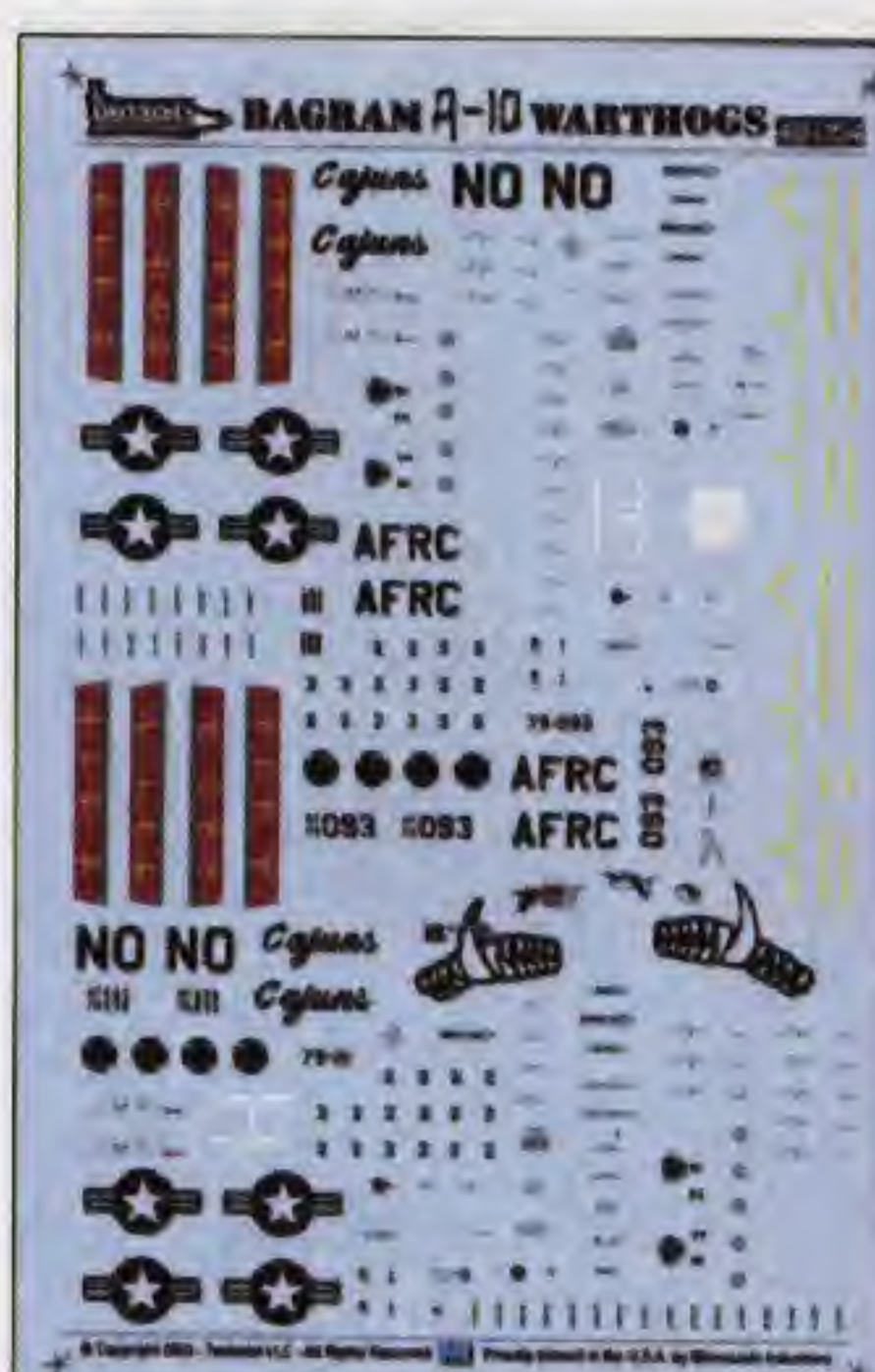
If you don't know what SHWFOTS' means it is 'S**t Hot



72-020 S-3B 'Navy I' - Twobobs Aviation Graphics



72-021 F-15E Iraqi Freedom Throwback Nose Art - Twobobs Aviation Graphics



48-054 A-10A Bagram Warthogs - Twobobs Aviation Graphics



48-055 F-14D Felix In The Fight! - Twobobs Aviation Graphics

World Famous Orange Tailed Shrikes! All of the above VFA-94 machines are depicted during Operation Enduring Freedom.

This is a limited edition sheet, sold to raise funds for ARC and is only available directly from Twobobs.

Price: \$13.00

32-012 - F/A-18C VFA-22s Fighting Redcocks

- 1. F/A-18C, BuNo.164060, '300'.
- 2. F/A-18C, BuNo.164034, '301'.

All of the above machines are depicted during Operation Enduring Freedom.

This sheet offers all the unique markings and national insignia for each option.

Price: \$13.00

Conclusion

Each of the above sheets comes with full-colour instructions, recommended kits and a complete list of colours by FS reference and Testors, Humbrol and Gunze Sangyo paint ranges. They also include a number of colour photos of the subject aircraft and those of you wanting more information can go to Twobobs website where more photographs have been posted.

The quality of each sheet, coupled with the extensive instructions make them the best around. If you like the subject matter and scale, then you won't be disappointed.

Our thanks to Twobobs Aviation Graphics for the review samples.



32011 F/A-18C 'SHWFOTS' of VFA-94 - Twobobs Aviation Graphics



32-012 F/A-18C VFA-22s Fighting Redcocks - Twobobs Aviation Graphics

EagleCals

This month sees a few new sheets from this range and the manufacturer has sent samples directly to us for review.

1/48th Scale

EC48-45 - Wolfgang Falck, The Happy Falcon, Messerschmitt Bf 110s

- 1. Bf 110C-1, M8+GK of 2./ZG 76 based at Deelen, Holland in September 1939.
- 2. Bf 110E-1, G9+GA of NJG.1, based at Deelen, Holland in the Winter of 1940/1.
- 3. Bf 110E-1, G9+AA of NJG.1, based at Deelen, Holland in mid-1941.
- 4. Bf 110E-1, G9+AA of NJG.1, based in Bucharest, Rumania in June 1943.

The sheet includes enough national insignia for three options plus one set of stencils.

Price: \$10.00

EC48-56 - Little Chief

- 1. P-47D-15-RE, S/No. 42-75658, 'Little Chief', HV-S, flown by Col. Frank Klibbe on the 30th January 1944.
- 2. P-47D-15-RE, S/No. 42-75658, 'Little Chief', HV-S, flown by Col. Frank Klibbe in February 1944.
- 3. P-47D-15-RE, S/No. 42-76179, 'Little Chief', HV-S, flown by Col. Frank Klibbe in February 1944.
- 4. P-47D-15-RE, S/No. 42-76179, 'Little Chief', HV-S, flown by Col. Frank Klibbe in March 1944.

This sheet offers enough national insignia for one option plus two sets of stencils.

Price: \$9.50

1/32nd Scale

EC32-57 - Focke-Wulf Fw 190D-9s of JG2, JG6 and JG301

- 1. Fw 190D-9, W/Nr. 500666, 'Yellow 15' of 7./JG301 at Kassel-Rothwesten, Germany in May 1945.
- 2. Fw 190D-9, 'Blue 9' of II./JG6 at



EC48-45 Wolfgang Falck, The Happy Falcon, Messerschmitt Bf 110s - EagleCals

Halle, Germany in May 1945.

- 3. Fw 190D-9, 'Christl' '<->' flown by Maj. Gerhard Barkhorn of Stab./JG6 at Welzow in February 1945.
- 4. Fw 190D-9, W/Nr. 210194 '<II>' flown by Fw. Werner Hohenburg of 4./JG2 and crashed during operation Bodenplatte in January 1945.

This sheet offers enough national insignia for each option plus one set of stencils.

Price: \$10.50

EC32-58 - Focke-Wulf Fw 190D-9s of JG2, JG4, JG26 & JG51

- 1. Fw 190D-9, W/Nr. 500698, 'Red 18', flown by Lt. Günther Setd of



EC32-58 Focke-Wulf Fw 190D-9s of JG2, JG4, JG26 & JG51 - EagleCals



EC48-56 Little Chief - EagleCals

6./JG26 at Schleswig, Germany, May 1945

- 2. Fw 190D-9, '<->', flown by Oblt. Gerhard Michaelski of Stab JG4 from Frankfurt, Germany in May 1945
- 3. Fw 190D-9, W/Nr. 601088, '<I+~>' of Stab IV./JG51 based at Flensburg, Germany in May 1945.
- 4. Fw 190D-9, W/Nr. 500645, 'Green 6' of III./JG2. This is the machine owned by NASM and currently on display in the USAF Museum.

This sheet offers enough national insignia for three options plus one set of stencils.

Price: \$10.50



EC32-59 'Yellow 10' and Friends - EagleCals



EC32-57 Focke-Wulf Fw 190D-9s of JG2, JG6 and JG301 - EagleCals

EC32-59 - 'Yellow 10' and Friends

- 1. Fw 190D-13/R11, w/Nr. 836017, 'Yellow 10' flown by Maj Franz Götz of Stab JG 26 from Flensburg in May 1945.
- 2. Fw 190D-11, W/Nr. 220014, 'White <61>' of Verbandsführerschule GdJ at Bad Wörishofen, Germany in May 1945.
- 3. Fw 190D-11, W/Nr. 211018 '<<<->' of Verbandsführerschule GdJ at Bad Wörishofen, Germany in May 1945.
- 4. Fw 190D-9, W/Nr. 220009, 'Black 14' of Stab JG26 at Bad Wörishofen, Germany in May 1945.

This sheet offers enough national insignia for three option plus one set of stencils.

Price: \$10.50

Conclusion

As always, this new batch of releases is up to the high standards we expect of EagleCals. Each set is beautifully printed and the instructions are extremely detailed and full of information on the subject aircraft type, as well as those specific machines featured. They can therefore be most highly recommended to all Luftwaffe modellers.

Our thanks to EagleCals (Eagle Editions) for the review samples.

AML

A new set of decal sheets from this manufacturer has been sent directly to us for review this month.

1/72nd scale

AMLD 72016 - Bristol Blenheim Mk I, II & IV

- 1. Mk I, BL-111 of the 3rd Flight, 44th Squadron based at Tiiksjarvi in October 1942.
- 2. Mk II (1st series), BL-117 of the 1st Flight, 44th Squadron and flown by Ltn. V. Salminen
- 3. Mk II (5th Series), BL-189 as seen at the factory at Tampere in November 1943.
- 4. Mk II (5th Series), BL-189 of the 3rd Flight, 48th Squadron based at Ontola in August 1944.
- 5. Mk IV (6th Series), BL201 of the 48th Squadron based at Ontola in August 1944.

The sheet includes enough national insignia for all five options plus two sets of propeller stencils.

AMLD 72017 - Best Finnish of Hawks over Karelian Sky

- Curtiss Hawk H75A-4, CU-504 of 1/LeLv 12 based at Kuorevesi in July 1941.
- 2. Curtiss Hawk H75A-4, CU-505 of LeLv 32 during the Spring of 1944.
- 3. Curtiss Hawk H75A-3, CU-552 of 2/LeLv 32 based at Nurmoila in July 1942.

- 4. Curtiss Hawk H75A-6, CU-558 of 2/LeLv 32 based at Nurmoila in August 1942.

The sheet includes enough national insignia for all five options plus some stencils.

1/48th Scale

AMLD 48016 - Bristol Blenheim Mk I, II & IV

This is just a scaled-up version of the 1/72nd scale sheet (AMLD 72016) reviewed previously.

It includes enough national insignia for all five options plus two sets of propeller stencils.

AMLD 48017 - Best Finnish of Hawks over Karelian Sky

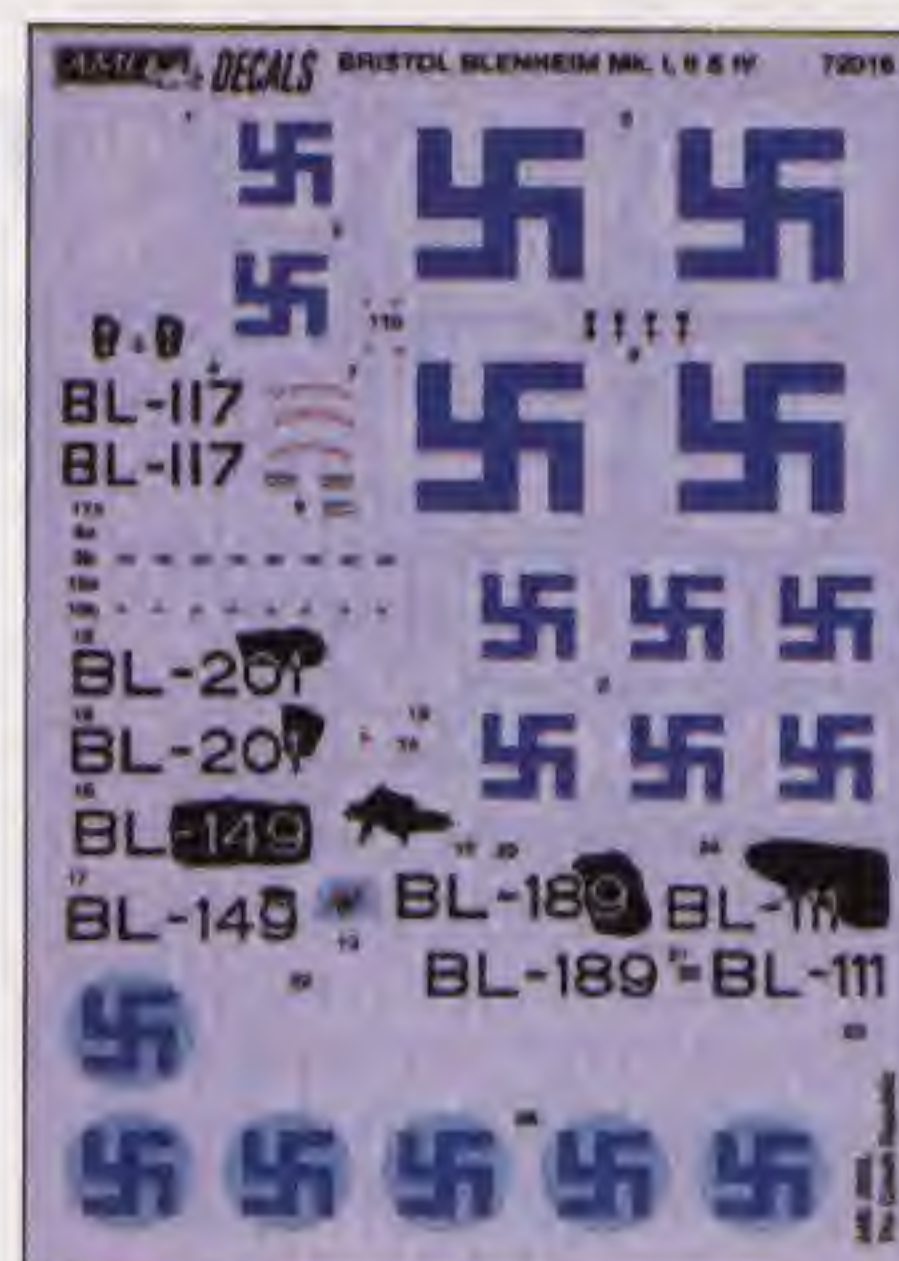
This is just a scaled-up version of the 1/72nd scale sheet (AMLD 72017) reviewed previously.

It includes enough national insignia for all five options plus some stencils.

Conclusion

Each of these sheets is well printed and comes with full colour instructions with four-view of each machine. The instructions are further enhanced with reference lists for the colours by FS number plus Humbrol, Gunze Sangyo, Model Master and Agama paint ranges. Highly recommended to all.

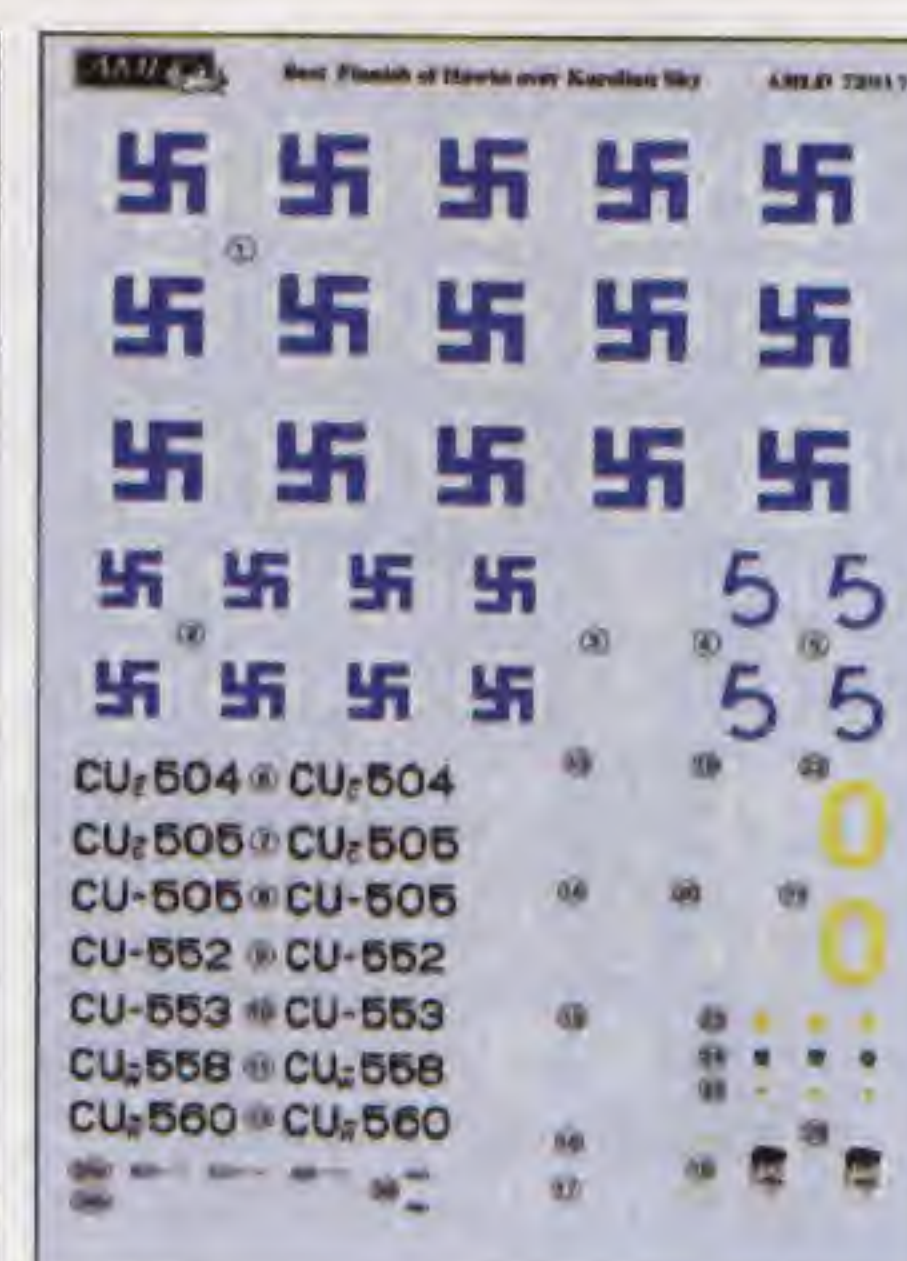
Our thanks to AML for the review samples. UK modellers should be able to obtain this range from Hannants.



AMLD 72016 Bristol Blenheim Mk I, II & IV - AML



AMLD 48016 Bristol Blenheim Mk I, II & IV - AML



AMLD 72017 Best Finnish of Hawks over Karelian Sky - AML



AMLD 48017 Best Finnish of Hawks over Karelian Sky - AML

Whiskey Jack Decals

This is a new range of decals produced in Canada on the ALPS printing system. Samples of their work have been passed to us by Freight Dog Productions, who are their UK importer.

1/200th Scale

200-004 - Trans-Canada Air Lines DC-3

- 1. CF-TDJ delivered to TCA on the 22nd December 1945 and serving with them for three years before being sold to Goodyear (Canada). This aircraft is now preserved at the National Aviation Museum at Rockcliffe, Ontario.
- 2. CF-YEB, ex-RCAF KG479, converted to DC-3P and delivered to TCA on the 14th September 1946, where she remained in service until 1961. This machine later served as CF-DTH (C-FTDH from 1976).
- 3. CF-TEB, ex-RCAF No.437 Sqn KG452, converted by Canadair Ltd and delivered to TCA on the 24th December 1946, where she remained in service until 1958.

This sheet is designed for the Hasegawa kit and includes all the cheatlines and cabin windows as decals. The aircraft registration numbers are only offered with one set of 'CF-' elements, so you have to just choose one option.

This sheet is also available in



200-004 Trans-Canada Air Lines DC-3 - Whiskey Jack Decals

1/144th, 1/72nd and 1/48th scales. Price: £4.50

1/144th Scale

144-027 - Pacific Western Airlines Boeing 737-200

- 1. Boeing 737-200, CF-PWD. This was one of the earliest 737-200s operated by PWA and it remained in service until 1980.

This sheet is designed for the Airfix kit and includes all the cheatlines and cabin windows as decals. The aircraft registration numbers also strangely include one example of the code C-GIPW?

This sheet is also available in 1/200th scale. Price: £7.00

1/72nd Scale

72-036 - Pacific Western Airlines Boeing 707-320C

- 1. Boeing 707-320C, CF-PWJ which



144-027 Pacific Western Airlines Boeing 737-200 - Whiskey Jack Decals

was a replacement for CF-PWZ which was lost in a crash at Edmonton in 1973. This machine was originally a transport, but was converted purely to passenger transport in 1976 and stayed with the company until sold in 1979 to Ontario Worldair fleet as C-GYRO.

This sheet is designed for the Heller kit and includes all the cheatlines and cabin windows as decals.

This sheet is also available in 1/144th scale. Price: £7.00

Conclusion

Each of these sheets is well printed and in register, but being produced via the ALPS system does mean that they feature continual carrier film and so each image will have to be

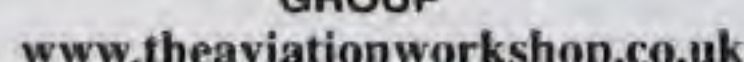


72-036 Pacific Western Airlines Boeing 707-320C - Whiskey Jack Decals

carefully cut out before application.

Whiskey Jack Decals already have quite a list of sheets available, with those in 1/200th, 1/144th and 1/72nd scale available from Freight Dog Productions and those in 1/48th scale currently only available directly from the manufacturer.

Our thanks to Freight Dog Productions for the review samples.



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Detailed coverage of the aircraft, armament fits, colour schemes and nose art of the RAF jets in the recent war in the Gulf. Written by Andy Evans and illustrated by Jon Freeman, this 52pp, full colour, softback book is crammed full of information with over 120 'In Theatre' photographs and nineteen pages of profile and four-view artwork.

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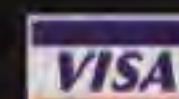
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W/photoetc. & decals		100- Tu 128 Fiddler	€ 42,60	CUNARMODEL 1/72 Resin kit		VOLARE A-320	Available
Aermacchi MB 339 CD	€ 40,00	102 -Yak 28 L	€ 15,30	017- Aermacchi C. 207	Available	AIRONE B-737	Available
Aermacchi MB 339 C New Zeland	€ 40,00	86 - Yak 9 P	€ 11,20	018- Caproni Ca.135	€ 50,00	Aerocalcas Decals 1/72 & 1/48	
Aermacchi MB 339 C Eritrea	€ 40,00	89 - Yak-9 U	€ 11,20	Alfa Romeo A.R. 51 "La Matta"	€ 9,30	4811 - Skyhawk /Mirage II E	Available
Aermacchi MB 339 Prototipo	€ 40,00	105- Yak 3 VK 107	€ 11,20	Trattore da pista USA anni "50	€ 9,30	4812 - Skyhawk Argentina Navy	Available
Aermacchi MB 339 CD.	€ 40,00	99- Mig-9	€ 9,60	PART Fotoincisioni 1/48 -1/72		4813 - Dagger/Finger / Alouette	Available
LEGATO 1/72		ARDPOL 1/72 Resin kits		48120 - S.M. 79	Available	7219 - Albatross/ S-58/ UH1-H	Available
7254 - Cansa FC-20 Bis	Available	SIA 7 B	Dispon.	72205 - Bristol F.2B	Available	7220 - Canberra/ Bell 212	Available
7255 - Caproni A.P. 1	Available	SAML S 2	Dispon.	72206 - RAF SE 5A	Available	7221 - T-34/Twin otter /UH-1H	Available
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W67 - IJN Carrier Unryu	Available	P-51D Mustang	€ 99,00	ALITALIA B-747	Available	Coin Warrior	Dispon.
W68 - IJN Carrier Katsuragi	Available	A6M2b Zero	€ 90,00	ALITALIA B-777	Available	Stunning Sabres	Dispon.
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Quick Build

Tamiya's New Razor(back)

by David Francis

1/48th Scale

Manufactured by



Imported in UK by



Sometimes it's hard being a reviewer for this magazine, you are given a kit and you have to build it and reveal all the faults and errors that the manufacturer has made. Then you get a Tamiya kit! This could be a very short review.

In 1/48th scale we already have two good models of the Thunderbolt from Hasagawa and Academy so what does this kit offer that the others do not?

On opening the box you cannot fail to be impressed by the level of detail, there is no need for any

aftermarket resin for this kit. Tamiya have given you a number of options for different weapon loads and three different types of propeller. It is obvious from the layout of the sprues that we are also going to get some P-47D Bubbletops as the areas where the under wing compression flaps of the later -30/40 models are, are supplied as separate pieces. So join me while I try to be critical.

Construction

The eleven mouldings supplied for the cockpit are superb and need careful painting before a wash of well-thinned dark grey/black oil paint was used to lift out the details.

A decal is supplied for the instrument panel and I used a hairdryer to settle this down over the moulded instrument detail then used a toothpick and added Johnsons Klear to represent the instrument's glass.

The construction then moved to the fuselage; you are supplied with a two-piece wing spar which helps set the dihedral and this, plus some

clever moulding of the lower wing panel, avoids the need to fill a join line across the centre of the undercarriage bay that effects all other P-47s in this scale. There is a nice insert for the supercharger, which is visible through the under fuselage exhaust, another problem area on most other kits. The only area I could criticise on this kit is the insert panel for the oil cooler doors, as there is a small circular waste outlet behind them which is not very well represented. On my next kit I will drill this out and then fit a small plastic disc to represent the vent flap.

The engine is a little gem made up from ten parts to which I added a fuse wire ignition harness. The decals supply a small Pratt and Whitney eagle badge which is a nice touch.

The cowling is supplied with a choice of open or closed flaps and fits so well I push fitted them together for painting and then disassembled it to fit the engine in place later.

The prominent intercooler doors on the fuselage side are supplied in both open or closed positions; most of the photos show these open on parked aircraft but the national insignia covers this area so to save myself an interesting decal puzzle later I chose to show mine closed.

The undercarriage is another beautiful piece of moulding and once in place a wash was used to lift out the moulded detail on both the legs and in the undercarriage bay. Another nice touch is that Tamiya provide a small decal for a rating plate and it is little things like that which help to set your model apart.

The flaps are provided with two different sets of actuators so you can show them in either a raised or lowered position. In most photos these are raised but there are some in my books with them lowered, the choice is yours.

The transparencies are nice and clear but can only be fixed in the closed position, which is a shame, so I invested in some vac-form Squadron canopies for use on my

Republic P-47D Thunderbolt

Scale: 1/48th

Kit No: 61086

Price: £28.99

Panel Lines: Recessed ✓

Status: New Tooling ✓

Type: Injection Moulded Plastic

Components: Plastic 145 (Grey), Clear 9

Also Includes: Two Poly Caps

Decal Options: 2 (56th FG 61st FS & 56th FG 63rd FS)

Manufacturer: Tamiya Inc.

UK Importer: The Hobby Company Ltd



model. These were designed for the Hasagawa kit but still fit on the Tamiya one. The barrels for the eight machine guns are hollowed out at one end, so make sure that you insert them the right way round. There are stubs inside the wings which make sure that you get the correct staggered look to these.

The propellers look most odd as they are supplied in two parts which you join together to make a four-blade propeller, however this works well and once the spinner is added you would not know they were not moulded in one piece. You are supplied with three different types of propeller, Curtiss Electric symmetrical and asymmetrical and the Hamilton Standard paddle blade type, so you need to check your references if you are using aftermarket decals to make sure you fit the correct sort.

There are a large number of under wing loads you can pick and choose from, 500lb bombs or 4.5in. triple-tube rocket launchers or paper fuel tanks. The under fuselage

station can be filled with either a paper fuel tank or a larger rectangular example.

The final touch on my model was the rigging wire from Lycra thread with isolators from PVA glue.

Marking options

The kit provides two options both in Olive Drab over Neutral Grey

- The aircraft of Lt Frank Klibb, 61FS, 56FG with red trim on the tail and cowlings and a large Indian head nose art.
- The aircraft of Capt. Walker Mahure 62FS, 53FG with white trim with the 'Spirit of Atlantic City' in large type next to the fuselage star and bars.

Decals

The decals in this kit seem slightly less thick than in previous Tamiya kits but I only used the instrument panel and some stencils as I wanted to use the colourful markings for The Bug that featured on one of AeroMasters special sheets (SP48-11) devoted to the 405th Fighter Group.

The markings I used responded well to Sol and Set and a hairdryer but I will not give an overall score as I used so few.

Painting

I started by painting the tail and cowlings with Halfords White Primer and then masked off the tail bands with Tamiya tape. The hardest part of this scheme is masking the cowlings as the dividing line is not along a panel and the cowlings itself is oval.

So I experimented, first I got a small elastic band with a flat profile rather than the more normal circular one; this I carefully positioned on the demarcation line. If you use a small one the tension holds it tight in position, then I covered over the white areas at the front of the cowlings with masking tape.

Now my model was airbrushed with Xtracolor Faded Olive Drab and Neutral Grey enamels thinned 60/40 with artist's white spirit, leaving it overnight in the airing cupboard between coats.

I now removed the masking and impressed myself. The cowlings band was nice and sharp and in the right place. I will definitely be using that trick again on cowlings and for Reich defence bands, all of which I have had problems painting free hand.

After decalling I used a 000 brush to apply a light brown wash to the panel lines and then airbrushed a coat of Poly S matt acrylic varnish to blend everything in.

Conclusion

This kit is a modeller's dream being as complete out of the box as is possible, it is definitely the best P-47 on the market in 1/48 scale. However there is a price to be paid for all that detail as the kit retails for a whopping £28.99 in the U.K! That is £15 more than the Academy P-47 and £12 more than Hasagawa's! The choice is yours though - have fun!

David Francis

Reference

If you are building any P-47 invest in a copy of Detail and Scale Vol.54 on the P-47 Thunderbolt. It features loads of detail shots, and informative text and is highly recommended.



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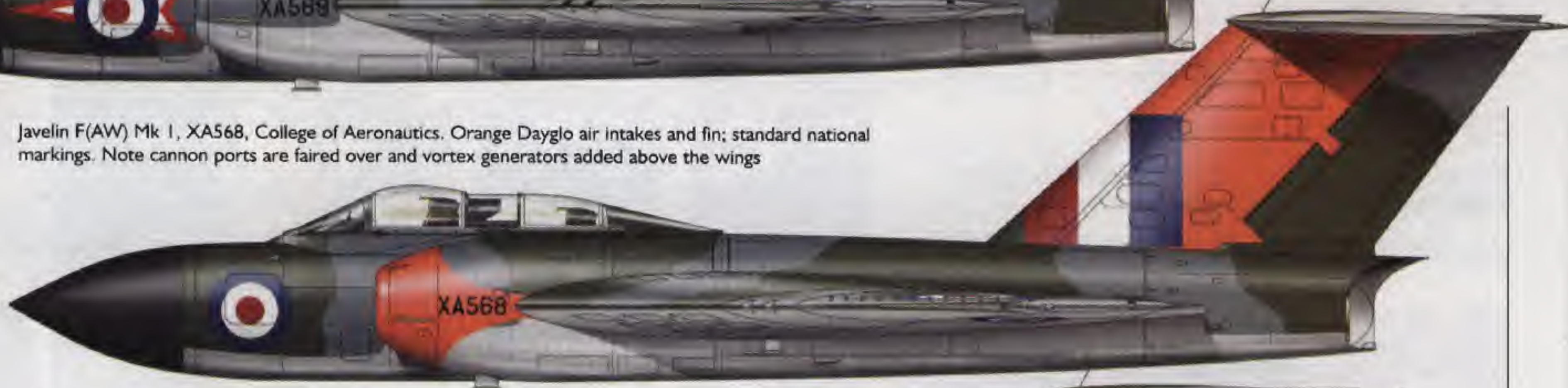
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Javelin F(AW) Mk 1, XA569/A, N° 46 Sqn, Odiham, 1957. The standard colour scheme for the Javelin was Dark Sea Grey/Dark Green on upper surfaces; Silver (Aluminum) undersides. Standard national markings with unit flash in red and white under nose roundel, repeated on a white rectangle on fin; yellow 'G' on fin



Javelin F(AW) Mk 1, XA568, College of Aeronautics. Orange Dayglo air intakes and fin; standard national markings. Note cannon ports are faired over and vortex generators added above the wings



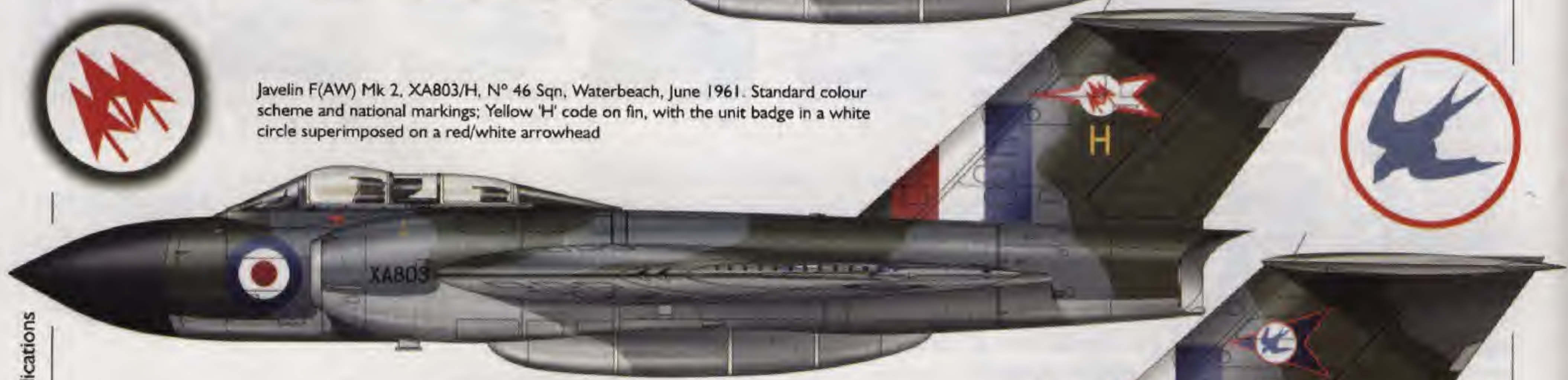
Javelin F(AW) Mk 1, XA571/H, N° 87 Sqn, 2nd Tactical Air Force, Brüggen, Germany, 1957. Standard scheme and national markings, except for the fuselage roundel which has been reduced in size to fit within the unit's colour bar; note N° 87's sword insignia on fin in red, outlined in white



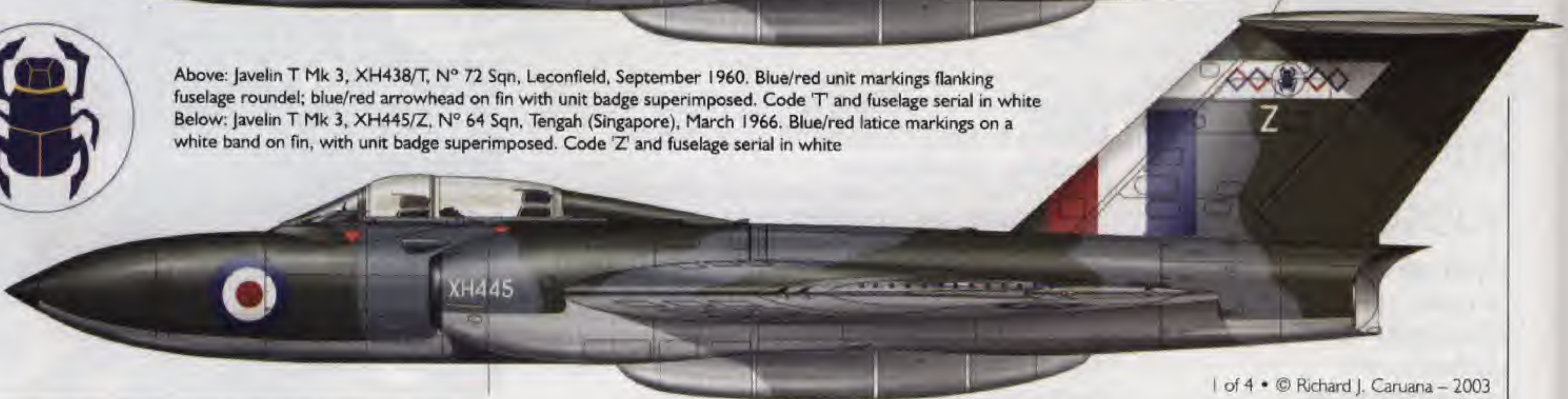
Javelin F(AW) Mk 2, XA774/J, N° 89 Sqn, Stadishall, 1958. Standard colour scheme and national markings; white code 'J' on fin above sqn colours of light and dark blue



Javelin F(AW) Mk 2, XA803/H, N° 46 Sqn, Waterbeach, June 1961. Standard colour scheme and national markings; Yellow 'H' code on fin, with the unit badge in a white circle superimposed on a red/white arrowhead



Above: Javelin T Mk 3, XH438/T, N° 72 Sqn, Leconfield, September 1960. Blue/red unit markings flanking fuselage roundel; blue/red arrowhead on fin with unit badge superimposed. Code 'T' and fuselage serial in white
Below: Javelin T Mk 3, XH445/Z, N° 64 Sqn, Tengah (Singapore), March 1966. Blue/red lattice markings on a white band on fin, with unit badge superimposed. Code 'Z' and fuselage serial in white





A splendid example of an F(AW) Mk 9, XH880/JHW of N° 25 Squadron seen at Bentwaters in May 1960. The aircraft carries its pilot's initials on the fin (Wg Cdr J.H. Walton) (R.J. Caruana)

The Gloster Javelin

by Richard J. Caruana

Gloster's first jet fighter, the Meteor, and their second, the Javelin, came from the same design team headed by George Carter; there their commonality ends! Big, heavy and loaded with power in the final versions to see operational service, the Javelin presented an awesome sight – and sound – wherever in flight. It marked, above all, the beginning of a new philosophy in aviation fighter design by carrying a navigator with the express task of monitoring radar data. Changes were taking place fairly rapidly not only in aviation technology but also in air warfare strategies, and Gloster's mighty Javelin helped to build up the necessary experience for far more sophisticated systems that came afterwards. Richard J. Caruana reviews its history, colour schemes and presents a new set of scale drawings covering all versions in detail.

By 1945 research and data on delta wings pioneered by Lippisch in Germany were becoming available to leading aviation manufacturers in the United Kingdom and the United States. Gloster's design team, under the guidance of George Carter, submitted designs in March 1947 to Air Ministry specifications F.43/46 and F.44/46, the former calling for an interceptor fighter and the latter for a two-seat night fighter. Both drew on German data available, and presented delta winged designs with delta tailplanes. Carter was, in fact, proposing a radically new approach to jet fighter design, so different from the one he himself had followed up to that time with his pioneering jets – the F.9/40 and the Meteor.

Among the main points of Specification F.44/46, the Air Ministry had requested an early and economical production of some 150 examples at the rate of ten aircraft per month. It also called for the installation of a 4.5inch recoilless gun that was being developed at Fort Halstead. This was basically a modified anti-aircraft gun firing a shell fitted with a proximity fuse. However, the gun could not be reloaded in flight, meaning that up to six barrels had to be carried, resulting in a very heavy installation. This arrangement was soon dropped and replaced with more conventional armament, in the form of four 30mm Aden cannon.

Gloster's submissions were carefully appraised

and after extensive studies and further inquiries some changes were proposed, including the installation of radar in the nose. This led to two new design studies, one presenting a conventional layout while the other retained the delta planform. This led the Ministry of Supply (MoS) to issue fresh specifications in February 1948, F.3/48 for an interceptor that eventually became the Hawker Hunter, and F.4/48 that led to the birth of Gloster's new fighter. On 21 May 1948, MoS requested four prototypes of the F.4/48, to which Gloster responded by estimating that the first should fly by December 1950, the date depending largely on whether additional requirements were made during the detail design stage.

Engines available for the new fighter were evaluated at this stage. A choice was offered between the Rolls Royce A.J.65 Avon of 6,500lb static thrust and the Metrovick (later Armstrong-Siddeley) F.9 Sapphire of 7,000lb thrust. Preference toward the Sapphire was probably conditioned by the extra power it would provide for what was already promising to be a very heavy aircraft in the fighter category. By August, Gloster had wrapped up its basic layout and presented its brochure to the MoS – a twin-seat, delta-winged aircraft with high-set delta tailplane.

Gloster Aircraft was not alone in responding to F.4/48, and when the MoS issued its 'Instruction to Proceed' in April 1949 for four prototypes and a

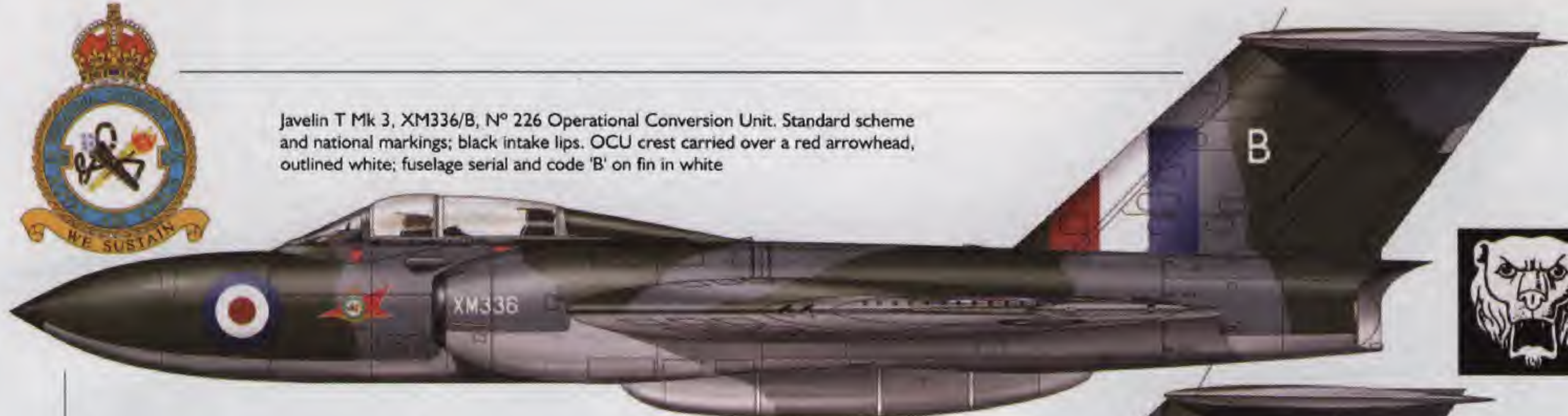
static structure-test airframe these were copied to de Havilland which was proposing its D.H. 110 (later the Sea Vixen). As an economy measure, the Labour Government cut down the number of prototypes in each case to two in November of the same year. This nearly killed both projects, or at least curtailed their development significantly, so much so that on 22 March 1951 the order had to be reversed, with an order for five fighter prototypes and another dual-control trainer prototype.

Meanwhile, Glosters had concluded detail design of its G.A.5 by February 1950, originally showing the aircraft with a slab control tailplane, without elevators, fearing transonic control problems. Elevators however had proved to be effective on the North American F-86 Sabre, so these were fitted. Another idea was to have pivoting wingtip ailerons, but this idea was abandoned. When Carter became Technical Director early in 1948, his place was taken by R.W. Walker who now led the design team at the Gloster Experimental establishment at Benthams. However, most of the work on the prototypes was undertaken by the manufacturing facilities at Hucclecote and then transferred to Benthams for final assembly. From there, the first prototype (WD804) was taken by road to Gloster's test airfield at Moreton Valence in July 1951 where it was completely fitted out and readied for its first flight.

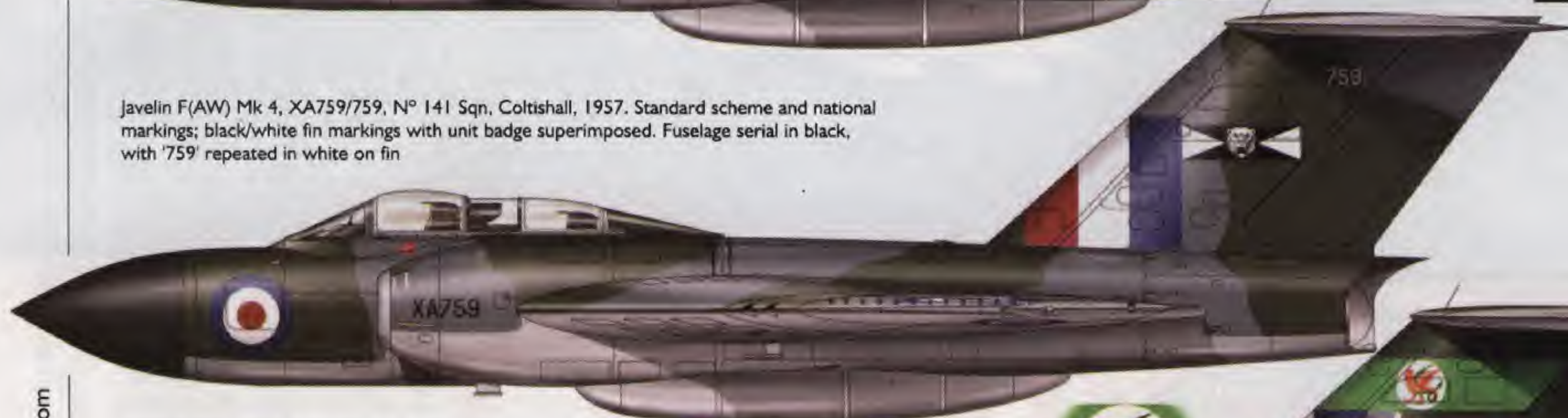
Before this could take place, all systems were tested on the ground. This included ground



Javelin T Mk 3, XM336/B, N° 226 Operational Conversion Unit. Standard scheme and national markings; black intake lips. OCU crest carried over a red arrowhead, outlined white; fuselage serial and code 'B' on fin in white



Javelin F(AW) Mk 4, XA759/759, N° 141 Sqn, Coltishall, 1957. Standard scheme and national markings; black/white fin markings with unit badge superimposed. Fuselage serial in black, with '759' repeated in white on fin



Javelin F(AW) Mk 4, XA635/L, N° 3 Sqn, Geilenkirchen (Germany), 1959. Apple Green band around fin with unit crest superimposed. Fuselage serial and 'L' on fin in white



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Javelin F(AW) Mk 5, XA664/P N° 5 Sqn, Laarbruck (Germany), 1961. Standard scheme and national markings; red band across fin with unit badge within a white disc. Black intake lips; white fuselage serial and 'P' on fin



Javelin F(AW) Mk 5, XA698/T, N° 151 Sqn, Leuchars. Standard scheme and national markings; blue rectangle with white St Andrew's cross superimposed, all outlined in black, on fin. Fuselage serial and 'T' on fin in white



Javelin F(AW) Mk 6, XA815/E, N° 85 Sqn, West Malling, October 1959. Standard scheme and national markings; black/red checks on fin with unit badge in white superimposed. Serial in black; 'F' on fin in yellow



Javelin F(AW) Mk 7, XH715/A, N° 33 Sqn, Middleton-St George, November 1958. Standard scheme and national markings; blue/light blue/red stripe along tail. 'A' is in light blue, outlined red, with Flight Commander's pennant above it



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F(AW) Mk 7, XH899/P of N° 25 Squadron is here seen at Sculthorpe on 16 May 1959. It is one of only 40 of its kind to be fitted with pylons for Firestreak AAMs. In 1964 it became D of N° 23 Squadron (R.J. Caruana)

running of the Armstrong-Siddeley Sapphires S.A. Sa.3 engines, which showed that the air intake ducts needed stiffening as they had partly collapsed. Stiffeners on the outside of the duct were doubled, thus curing the problem. By mid-October the prototype had begun taxing trials, these also involving some high-speed runs. Some further minor problems came to light and had to be solved, pushing the date of the first flight further back.

On 26 November 1951, Gloster's Chief Test Pilot Sqn Ldr W.A. Waterton took WD804 up for its first flight that lasted 34 minutes. Not all went smoothly, however, as heavy buffeting was experienced just after take off, getting worse as speed picked up. Observations from the chase Meteor confirmed the pilot's feelings that the rudder was the main cause. Subsequent flights with wool tufts fitted to observe better the airflow showed that this was caused by the confluence of the jet efflux and the airflow around the rear fuselage. Lengthening of the fuselage eased the problem somewhat, although the final real solution was to be the introduction of the characteristic pen-nibs on production aircraft later on.

Development flying proceeded smoothly until the 99th flight on 29 June 1952 when Waterton experienced severe elevator flutter during high-speed runs at low level, losing both elevators soon afterwards. It took all the pilot's skill and experience to keep the aircraft barely under control, enough to turn WD804 towards the Aircraft and Armament Experimental Establishment (A&AE) Boscombe Down 10,000ft long runway. While already on the runway on its approach, the aircraft lost forward speed and ploughed heavily into the ground. Fortunately, Waterton escaped unscathed and also managed to salvage most of the auto-observer recordings; for this feat he was awarded the George Medal. And although the prototype had been completely destroyed, the MoS announced on 7 July the placement of a substantial order for the G.A.5, now named 'Javelin'.

This led to a major effort to complete the second prototype, WD808, which flew for the first time on 20 August 1952. A pair of A.S. Sa.6 Sapphires, providing 8,200lb thrust powered this second machine that was put on display at that year's Society of British Aircraft Constructors (SBAC) show at Farnborough. Despite the limitations imposed on WD808's performance due to the crash of WD804, Waterton managed to provide the crowds with an impressive display of low-speed flying. Third prototype WT827 joined the development programme with its first flight on 7 March 1953.

This enabled the withdrawal of WD808 from testing for extensive modifications, especially related

to the wing planform. These included the introduction of a break along the leading edge where sweepback changed from 39.5° to 33.8°, together with other changes to the tailplane. It flew again in its modified form on 28 May 1953. However, only a few weeks later it crashed at Flax Bourton, killing its pilot Peter Lawrence who ejected too late after his aircraft developed a 'super-stall' during stalling tests. Tests were conducted with leading edge slats that seemed to cure this problem. However the weight penalty involved was considered to be too high and a stall-warning system was installed, whereby a small metal plate hinged to the top of the wings would be sucked forward as a stall began, breaking a contact switch that set off an alarm in the cockpit.

WT827 was the first Javelin prototype to be fully fitted with Aden cannon and A.I. radar. Erosion problems encountered with the 'neoprene' nose dome skin covering the radar were cured with the introduction of a needlepoint radome that was eventually used on production aircraft. WT830, the fourth prototype, performed its maiden flight on 14 January 1954 with Waterton at the controls. It emerged from the works with the new wings tested on WD808, and fully powered ailerons instead of the previous power-assisted type fitted to the previous prototypes. It was also the first Javelin to fly from Gloster's works at Hucclecote to Moreton Valence where it went for stress and aerodynamic testing.

Londoners were woken up on the night of 4 July to a loud bang, raising questions in the House of Commons as to the cause of the incident. The Hon. Maudling, Minister of Supply, explained four days later that "an aircraft was cruising at high altitude and near the speed of sound when the pilot's oxygen supply failed; during the ensuing confusion he inadvertently exceeded the speed of sound". The 'offending' pilot was flying the Javelin; in fact it was Wg Cdr R.F. (Dicky) Martin who the previous March had taken over the role of Chief Test Pilot at Glosters.

Martin flew the fifth, and final prototype (WT836), for the first time on 20 July 1954. Apart from embodying all the refinements of the previous prototypes, WT836 was also fitted with the production style, twin rear-sliding canopies over the cockpit. Up to that time, the navigator's position was covered over by a metal hood having only a pair of small circular windows. It was originally though necessary for the navigator to be in semi-darkness as his main task was to read the radar screen. However the highly improved A.I. radar display could now be seen even in full daylight. Both members of the crew were provided with a Martin Baker Mk 3 JS ejection seat.

Production and Service

Gloster's production facilities were already stretched with Meteor production. Sub-contracting to other members of the Hawker Siddeley Group was, therefore, necessary to honour the production order it had obtained for the Javelin in 1953. The Javelin production programme received 'super priority' from the very beginning, to which an additional boost arrived in October 1954. Following evaluation of WD808 by United States Air Force (USAF) pilots in March 1953, the USAF made a significant financial contribution under the Mutual Defence Aid Program (UDAF) to the Javelin procurement programme.

Apart from Gloster's own assembly line, a second production line was set up at Armstrong Withworth's Baginton facilities. First production F(AW) Mk 1 (XA544) was completed at Hucclecote on 22 July 1954, being shown to the general public for the first time, together with the third production Javelin, at the SBAC show the following September. Several initial production machines were retained for development purposes, such as XA545 that flew for the first time with an all-moving tail on 17 March 1955. XA554 and XA559 participated in 'Operation Beware' in October 1955, flown from RAF Coltishall alongside the Venoms NF Mk 3 of N° 23 and 141 Squadrons. A crew formed by Wg Cdr E.O. Crew and Sqn Ldr J. Walton claimed eight Canberra 'kills'. XA552 was fitted with a pair of de Havilland Gyron Junior DGJ 10 engines of 10,000lb thrust, with 40% reheat at sea level, and painted an overall blue.

Other Javelins were passed on to the Handling Squadron at Boscombe Down, where typical operational experience would then be translated into the official Pilot's Notes. Javelins were also supplied to the Central Flying School at West Raynham as from January 1956. N° 46 Squadron under the command of Wg Cdr M.E. White based at Odiham became the first operational unit to receive the Javelin on 29 February 1956. As no twin-control version was yet available, pilots from this unit had to complete their conversion course at the Handling Squadron, Boscombe Down, in turn training their colleagues on their return to their home base. No difficulties were experienced during the working up period, quite a feat considering the enormous difference – in sheer size if nothing else – between the new Javelins and the unit's previous Meteors NF Mk 12 and Mk 14.

Second unit to receive the F(AW) Mk 1 was N° 87 Squadron based at Brüggen, in Germany. These arrived in August 1957 to replace its Meteors NF Mk 11. Of note was the use of a pair of Valetta T Mk 4 'airborne classes' fitted with A.I. radar for the training of N° 87's navigators. As modifications and refinements were continually being introduced on



Javelins belonging to No 29 Squadron bask in the sun in Yard One, RAF Luqa, Malta in 1966. The nearest aircraft is an F(AW) Mk 9 (XH834/Z) while next to it is a T Mk 3 (XH396/D) (R.J. Caruana)

the Javelin, serviceability suffered somewhat due to ever-changing situations; at times Javelins were taken away for mods at the 2nd Tactical Air Force Modification and Repair Unit at Laarbruch, where some were also fitted with vortex generators that had been introduced on later marks.

The second version of the Javelin to see service was the F(AW) Mk 4, identical to the Mk 1 except for the introduction of a hydraulically operated all-flying tail and vortex generators fitted on the top surfaces of the wings. Externally it was also recognisable from a pair of pressure heads fitted above the fuselage, just ahead of the fin. The first Mk 4, XA629, flew on 19 September 1955. 50 examples of this mark were built. First operational units to receive the type were No 141 and No 23, both based at Horsham St Faith Wing, previously flying Venoms NF Mk 3. No 141 received its first F(AW) Mk 4 on 8 February 1957, while No 23's first Javelin Mk 4 arrived in April. In May, both squadrons took part in Exercise 'Vigilant', during which 23 Squadron lost its first Javelin, although the crew managed to eject from their burning aircraft. No 141 Squadron was renumbered No 41 and took over that unit's Hunters F Mk 5 in January 1958, and some of its aircraft went to re-equip No 96 Squadron at Geilenkirchen (Germany) in place of their old Meteors NF Mk 11. Summer of 1959 also saw the re-equipment of No 72 Squadron at Church Fenton, taking over the F(AW) 4s previously flown by No 23 Squadron.

The F(AW) Mk 2 was next to appear, XD158 performing its first flight from Moreton Valence on 31 October 1955. American influence and financial support in the Javelin programme was the hallmark of this version, fitted with an American AI.22 radar in place of the British A.I.17, in a shortened nose. Only 30 examples of the Mk 2 were produced, the first of which (XA768) took to the air on 25 April 1957. Re-equipment of No 46 Squadron at Odiham with the F(AW) Mk 2 began in the summer of that same year. It was to fly this version of the Javelin for close to four years, making it the only unit to be so equipped. A number of Mk 2s were also delivered to No 89 Squadron at Stradishall in the autumn of 1957, reaching only half the complement, the other

half being F(AW) Mk 6s. No 89 was renumbered No 85 on 30 November 1958, moving to West Mallang.

A completely new wing structure, incorporating additional fuel, was fitted to the F(AW) Mk 5, increasing internal capacity by 250 gallons. First Javelin in a production run of 64 of this type made its maiden flight on 24 August 1956, with the first operational examples reaching No 151 Squadron at Leuchars in May 1957. A considerable part of this production batch went to the Central Flying School, including its All Weather Development Squadron and Night Fighter Leader School, while others were delivered to No 228 OCU. 23 Squadron receive one F(AW) Mk 5, this later going to 72 Squadron at Church Fenton together with the rest of the Mk 4s. No 5 Squadron at Laarbruch began to receive its Mk 5s during spring of 1960 while with No 11 Squadron at Geilenkirchen the Javelins Mk 5 replaced their older Mk 4s, mainly coming from the disbanded No 151 Squadron and 228 OCU. Several Mk 5s were also supplied to No 87 Squadron in replacement for Mk 1s taken away for modifications and repairs.

Life of the first generation Javelins came to an end with the F(AW) Mk 6, essentially a Mk 2 with the new wing of the Mk 5. Similar to the Mk 2 it carried the American AI.22 radar in the typical short nose. First of the 39 aircraft built flew on 15 January 1957, joining the RAF with No 29 Squadron at Acklington in November 1957. The previous month, a pair of Meteors NF Mk 12, equipped with AI. 21 radar, were supplied to the unit enabling the navigators to become familiar with this equipment. These were also joined by the Valetta flying classrooms. No 89 Squadron received eight Javelins F(AW) Mk 6 to make up its full complement, the other eight being F(AW) Mk 2s.

Development of the dual-control, training version of the Javelin was assigned to Air Service Training Ltd of Hamble. Built to Specification T.118/D, the prototype T Mk 3, WT841, performed its maiden flight on 20 August 1960. Based on the F(AW) Mk 4, its forward fuselage was extended by 4ft 10in, the second (instructor's) seat raised and both cockpits moved forward. A completely new canopy was also fitted. The A.I. radar was replaced

by a small radar ranging set, and all flying controls were duplicated. Two 50-gallon fuel tanks were fitted in the lengthened bay to compensate for the reduction in nose weight. First flight of the first production machine took place on 6 January 1958, deliveries to units beginning early the following year. Most squadrons flying Javelins operated one or two T Mk 3s, while the bulk went to equip the operational conversion units.

A Second Generation

In line with the design philosophy that had characterised the successful longevity of the Gloster Meteor, Carter had endowed the Javelin with development potential well beyond the foreseeable future. The side-by-side engine layout in a wide fuselage permitted the installation of newer versions of the Sapphire as these became available. With an increase of 32% in thrust, the Sapphire A.S. Sa.7 permitted a quantum leap in the Javelin's performance. This was fitted on the seventh production F(AW) Mk 1 (XA560) that took to the air for the first time on 30 September 1955. XA778 became the second prototype to be similarly the following year, while XA560 became an engine test bed for most of the later Sapphires.

The main distinguishing feature of the F(AW) Mk 7 was the elimination of the pen-nib fairing between the engine exhaust pipes, a feature carried on all marks from 1 to 6. Instead, a longer rear fuselage housed the Sa.7s, a Mk 203 in the port side and a Mk 204 in the starboard side, each providing 11,000lb of thrust.

It was also planned from the outset that the Javelin F(AW) Mk 7 would be the first RAF fighter to be armed with air-to-air missiles. Four Firestreak AAMs were to be carried attached to underwing pylons, eliminating one 30mm Aden cannon from each wing. The first trial installation of dummy Firestreaks had been tested on a Javelin F(AW) Mk 4 XA632. However, development of the missile fell well behind schedule, forcing the entry into service of the Mk 7 armed with the older armament layout of four 30mm Adens. Firestreak was finally cleared for operational use when production of the Mk 7

**GLOSTER JAVELIN F(AW) Mk 9
Inverted Plan**

Scrap underside view of the
pen-nib fairing as fitted to
Javelins Mk 1 to 6

Scrap top view of Javelin F(AW) Mk 8
nose section, also applicable
to versions fitted with
American AI.22 radar

Inboard pylon could
take 230 gallon
drop tanks on
F(AW) Mk 9R only

Firestream Air-to-Air
Infra-Red homing missile

250 gallon
ventral fuel
tanks

Scrap view of cannon ports on Javelin
versions Mk 1 to 6

Pitot on both sides
from F(AW) Mk 8
onwards and late
production
T Mk 3

**GLOSTER JAVELIN F(AW) Mk 9
Front View**

Firestreak Air-to-Air
infra-red homing
missiles

Scrap underside view of
F(AW) 7 aft fuselage

**GLOSTER JAVELIN F(AW) Mk 9
Upper Plan**

Gloster Javelin

2 of 2

1/72nd Scale Plans

Fitted with Sapphire Sa.7R Mk
209 (port) and Mk 210
(Starboard) turbojets

Change of ejector seats to
Martin Baker 3JS

Note extended gun barrels

Fitted with Sapphire
Sa.7R Mk 205 (port)
and Mk 206
(Starboard) turbojets

Fitted with American
AI.22 radar. Note
shortened nose

British Mk 17 radar

GLOSTER JAVELIN F(AW) Mk 9
Port Profile

GLOSTER JAVELIN F(AW) Mk 9R
Starboard Profile

Aircraft shown in loaded,
ground position

Underwing pylons removed to
show undercarriage detail

GLOSTER JAVELIN F(AW) Mk 1
Port Profile

British Mk 17 radar

0 metres
0 feet
3
6
2
Scale 1/72

Two-seat dual control trainer
version with lengthened
front fuselage

GLOSTER JAVELIN T Mk 3
Port Profile

Scrap view of Javelin F(AW) Mk 2 fitted
with American AI.22 radar. Note
shortened nose; rest similar
to F(AW) Mk 1)

Vortex generators added

Javelins F(AW) Mk 1 to 6
fitted with Sapphire Sa.6
turbojets

GLOSTER JAVELIN F(AW) Mk 5
Port Profile

Though the Javelin F(AW) Mk 7 was
designed to carry Firestreak missiles, these
were only carried on late service versions

British Mk 17 radar

GLOSTER JAVELIN F(AW) Mk 7
Port Profile

Note extended gun barrels

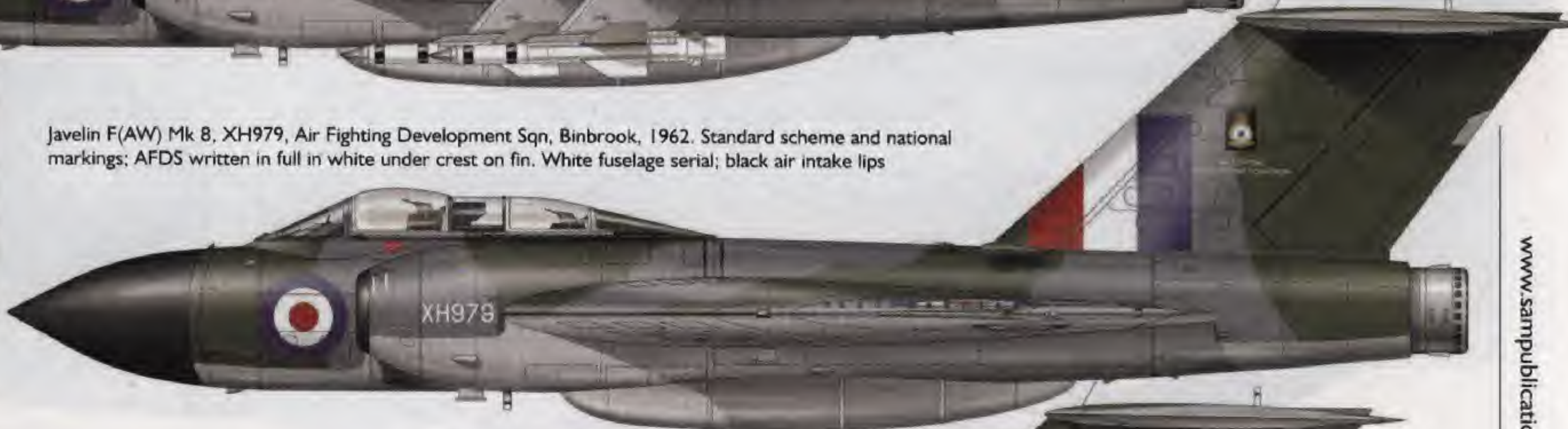
Fitted with
Sapphires Sa.7
Mk203
(port)/Mk 204
(Starboard) in
lengthened tail

Scrap view of Javelin F(AW) Mk 6
fitted with American AI.22 radar.
Note shortened nose; rest
similar to F(AW) Mk 5

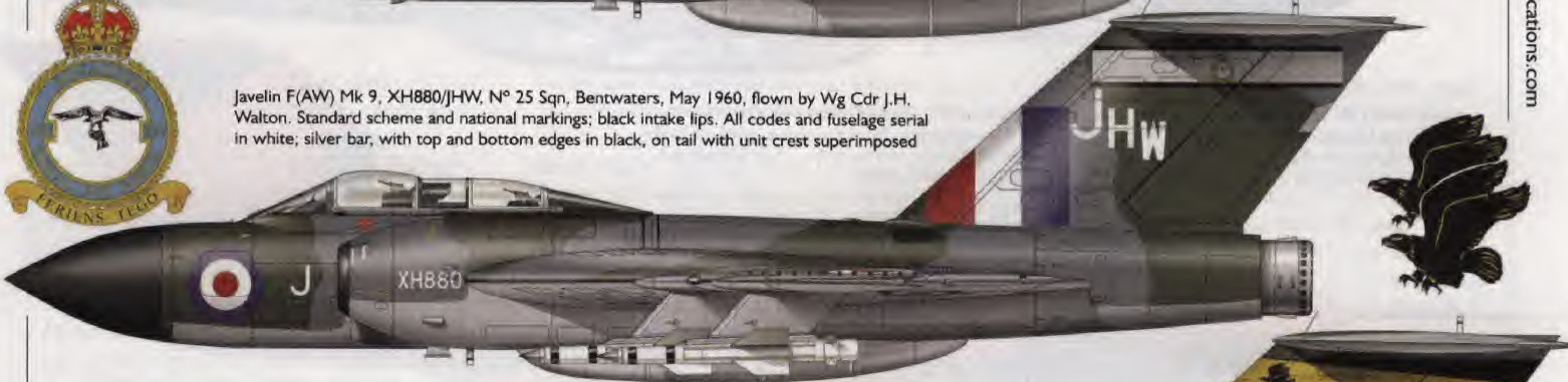
Javelin F(AW) Mk 8, XH966/X, N° 41 Sqn, Wattisham, September 1963. Standard scheme and national markings; red/white bars flanking unit marking on fin. Fuselage serial and 'X' on fin in white; air intake lips are black



Javelin F(AW) Mk 8, XH979, Air Fighting Development Sqn, Binbrook, 1962. Standard scheme and national markings; AFDS written in full in white under crest on fin. White fuselage serial; black air intake lips



Javelin F(AW) Mk 9, XH880/JHW, N° 25 Sqn, Bentwaters, May 1960, flown by Wg Cdr J.H. Walton. Standard scheme and national markings; black intake lips. All codes and fuselage serial in white; silver bar, with top and bottom edges in black, on tail with unit crest superimposed



Javelin F(AW) Mk 9, XH770/K, N° 11 Sqn, Geilenkirchen (Germany), 1964. Standard scheme and national markings; yellow/black flash across fin/rudder with unit badge superimposed. Fuselage serial and code 'K' in white, the latter carried on both tail and front fuselage



Left: Camouflage pattern as applied to the Javelin throughout its life, in Dark Sea Grey and Dark Green; radomes were always a dark brownish grey. 72" diameter roundels above wings, with black walkways in 1" black lines



Left: Underwing scrap view shows position of 48" diameter roundels and 36" high black serial. Note that this style of serial was the most common on the Javelin, although the rounded type (similar to that used on the fuselage serial) was also sometimes used (see XH897, sheet 4/4)



Below: Javelin F(AW) Mk 9, XH721/MHM, flown by the CO of N° 60 Sqn, Wg Cdr Michael H. Miller, Tengah, 1966. Standard scheme and national markings; fuselage serial and codes in white. Black/white bars across fin/rudder; unit badge, also in white and black, on fin. Note command pennant on forward fuselage





Javelin F(AW) Mk 9, XH898/GHB, flown by the CO of N° 228 Operational Conversion Unit, Leuchars, Sqn Ldr George H. Beaton. Known to be the only natural metal finished Javelin to see operational service; black cockpit framing, intake lips and serials; standard national markings. Pilot's initials on fin in black



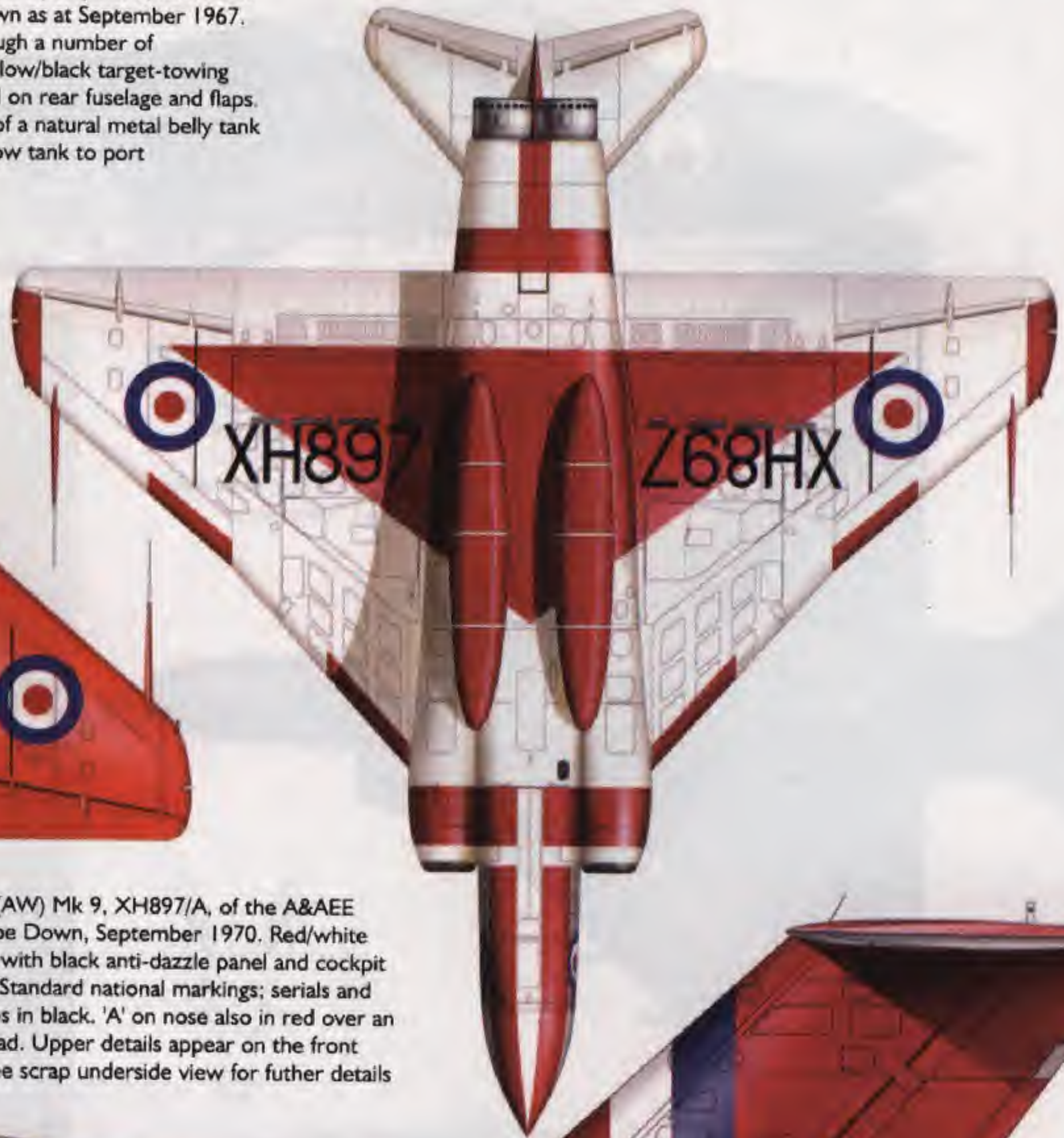
Javelin F(AW) Mk 9R, XH793/A, N° 23 Squadron, Coltishall, late 1960. Standard scheme and national markings; fuselage serial and 'A' on fin in white. Unit marking in a white disc on fin



Javelin F(AW) Mk 2, XA778, A&AEE Boscombe Down, September 1967. Dayglo Orange overall with 'dirty' yellow rear fuselage and port belly tank; starboard belly tank is natural metal. Black anti-dazzle panel, air intake lips and cockpit framing. This aircraft was a hybrid, being originally a Mk 2, fitted with Mk 7 rear fuselage and engine, and Mk 8 flying controls. See also underside view (below) for more details



Underside view of Javelin F(AW) Mk 2, XA778 of A&AEE Boscombe Down as at September 1967. This aircraft went through a number of modifications. Note yellow/black target-towing style stripes still carried on rear fuselage and flaps. Most unusual is the fit of a natural metal belly tank to starboard and a yellow tank to port



Javelin F(AW) Mk 9, XH897/A, of the A&AEE Boscombe Down, September 1970. Red/white scheme, with black anti-dazzle panel and cockpit framing. Standard national markings; serials and intake lips in black. 'A' on nose also in red over an arrowhead. Upper details appear on the front cover; see scrap underside view for further details





Javelin F(AW) Mk 2, XA771/R of N° 46 Squadron, photographed at Marham B0B display on 19 September 1959 (R.J. Caruana)

had passed the halfway mark, and eventually only about a third of Javelins of this mark were fitted with the pylons and missiles.

By March 1958, the Javelin F(AW) Mk 7 began reaching the Central Flying Establishment, while delivery of the first example to an operational squadron took place on 4 July. This went to N° 33 Squadron at its temporary base at Leeming, while expansion work was going on at its own base of Middleton-St George. N° 64 Squadron at Duxford was second in line, with the first Mk 7 arriving in August 1958 while N° 54 at Waterbeach began conversion onto the new Javelins in December of the same year. Following the sad episode of the Swift F Mk 7/Fireflash missile (SAMI April 1998), N° 1 Guided Weapons Test Squadron at RAF Valley took in hand the operational evaluation and development of the Firestreak AAMs, and for this purpose was supplied with a number of Javelins F(AW) Mk 7 towards the end of 1958. Last squadron to receive the Mk 7 was N° 23, temporarily based at Horsham-St Faith, in April 1959.

Final versions of the Javelin were the Mk 8 and 9, both featuring the installation of Sapphire Sa.7R, the 'R' denoting re-heat. This re-heat system on the Sa.7R was a very simple affair which, however, worked very well providing that extra boost at take-off and climb to operational altitude. A Sapphire Sa.7R Mk 205 was fitted on the port side, a Mk 206

on the starboard, each providing 11,000lb dry thrust and 12,500lb with re-heat. The difference in mark numbers again denoted the different radars fitted, the F(AW) Mk 8 being equipped with the American version (and therefore, shorter nose) while the F(AW) Mk 9 carried the British equipment.

Other changes introduced on these versions included dropped wing leading edges and dampers fitted to both yaw and pitch axes. While the 50 Mk 8s were new-build machines, all Mk 9s were converted from F(AW) Mk 7s. A final note on this final and most important version of the Javelin concerns the introduction into service of in-flight refuelling. Airwork of Blackbushe were responsible for the installation of such a system on the Javelin, this being experimented on F(AW) Mk 4 XA634. The 'tanker' aircraft during these tests was a Valiant B Mk 1 (WP214). A detachable probe was eventually designed and fitted to the Javelin F(AW) Mk 9, to which the suffix 'R' was added (becoming F(AW) Mk 9R).

N° 41 Squadron received the first Mk 8 Javelins at Wattisham on 13 November 1959, followed by N° 85 At West Mallory in March 1960. The latter unit did not stay long at that base, moving to West Rynham the following September. First F(AW) Mk 9 Javelins went to N° 25 Squadron at Waterbeach in December 1959. Since supply of Mk 9s depended on conversion work on Mk 7s taken from squadron service, the changeover was slow, and only

completed a year later at Leuchars. After two years flying the Javelin F(AW) Mk 9, N° 25 was renumbered N° 11, transferring its aircraft to Geilenkirchen, RAF Germany, in December 1962. Meanwhile, N° 64 Squadron had begun converting to the Mk 9 in June 1960 at Duxford, again experiencing a rather long transition period. Following a detachment to India in October 1963, a flight from this squadron was sent to Malaysia in September of the following year, operating from Tengah, in Singapore.

N° 33 Squadron began to convert onto the Javelin Mk 9 in October 1960 at Middleton St George while the last UK-based unit to receive this version was N° 29 Squadron at Leuchars. Javelins from the latter unit participated in the Independence flypast over Malta on 21 September 1964, flying out for the occasion from Nicosia (Cyprus) where they had been based since February of the previous year. N° 60 Squadron, based at Tengah in Singapore since the 1947, began to receive their Javelins following a long ferry flight of all sixteen F(AW) Mk 9 and a single T Mk 3 from UK, the first quartet arriving at Tengah on 13 July. This squadron was to operate the Javelin up to the very end of the type's service days with the RAF, that is until the unit was disbanded on 30 April 1968.

Richard J. Caruana



These Javelins of N° 64 Squadron passed through Malta on delivery to N° 28 Squadron on 20 February 1964. 'F' is an F(AW) Mk 9R, serialised XH762 (R.J. Caruana)



Firefly Season

by Frank T. Cuden



The model company, Grand Phoenix decided to get into the fray of plastic modelling by releasing a 1/48th scale kit of the Fairey Firefly. Their release certainly filled a void as the only prior 1/48th scale kit left a bit to be desired. As with all short-run kits, the Firefly is not comparable with the likes of Hasegawa and/or Tamiya, however, the kit's rather basic mould is offset with perhaps the most beautiful resin interior ever seen by this modeller. In addition, an excellent and surprise addition to the kit, are the very detailed resin wheel well inserts. Add to that a very nice photo-etched set of detail parts and one has the makings of a unique and excellent model. No, the flaps are not dropped in kit form, nor are the wing and tail trailing edge thicknesses in scale, however, with a little work, the end result is quite nice.

Construction

Photo 1 shows the forward port fuselage section; I've begun construction by deepening the indented dzus fasteners on the cowling and below the hole for the exhaust stacks. As I recall, five turns with the proper sized twist drill did the trick. One can see that the engraved panel lines are not all that crisp in the photo. Early on in the project, I had decided to cut out the elevators and in Photo 2 I've completed the task. After the cuts were made, I deepened the

trailing edge of the stabiliser with a circular file while at the same time, rounding off the leading edges of the elevators for a more scale appearance when mated during final assembly. More shallow drilling is evident in Photo 3, only this time on the fuselage aft sections. The company chose to provide a butt joint for mating the horizontal tail surfaces to the fuselage as can be seen in the photo. Although not a tongue and groove connection, the butt joint provided no problem when those parts were glued on to the fuselage. The rudder, being fabric on the prototype is represented well on the model, also in the photo. Photo 4 gives an indication of the thickness of the trailing edge of the wing. Also note the gap created after gluing on the trailing edge. I previously cut out the wing tip navigation light area. The small trailing edge protrusion was fully moulded on the bottom wing section while the top part was not fully moulded as can be seen. I determined that those small areas were formation lights and they were added toward the end of the project.

The side intakes have been glued on in Photo 5. They came in two pieces so after gluing them together and removing all traces of the seam, they were glued to the fuselage and faired in with putty. A nice touch in the kit is the etched screening that covers the front of the intakes, these would be added later as they are quite fragile.

The finely moulded resin exhaust pipes have been super glued in place (Photo 6) and I was quite impressed with the detail offered on the parts along with their finesse. Good job, Grand Phoenix! More drilling around the wing cannon access panels is evident in Photo 7, also, just visible to the right of the cannon bay is a rather shiny panel line. I had to deepen that line a bit with a scribing tool and after that was done, I gently applied a minor amount of the liquid cement, Tenax 7R. By doing that, I eliminated all of the scribing residue. The glue dries super fast and does not show through when the finish coat is applied.

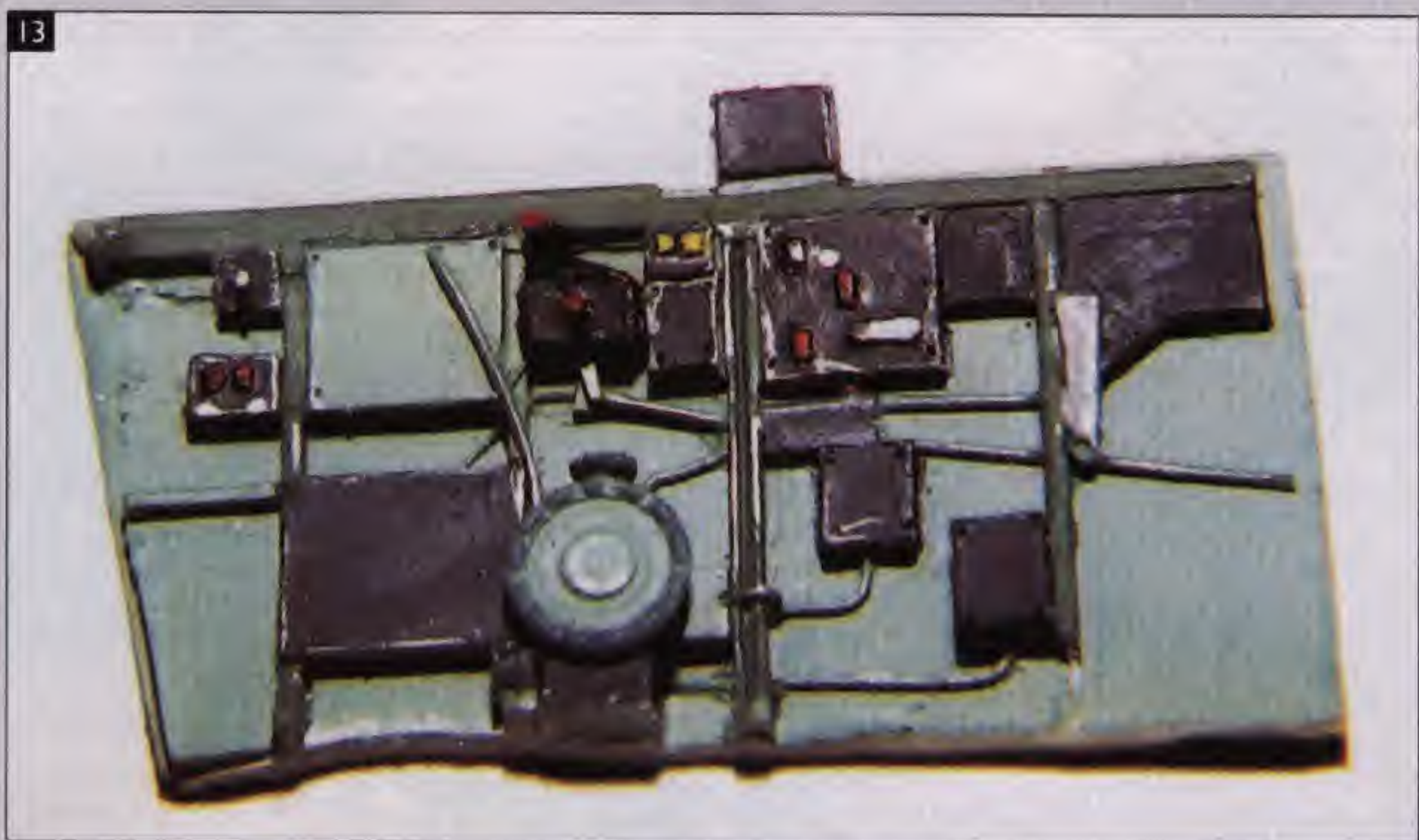
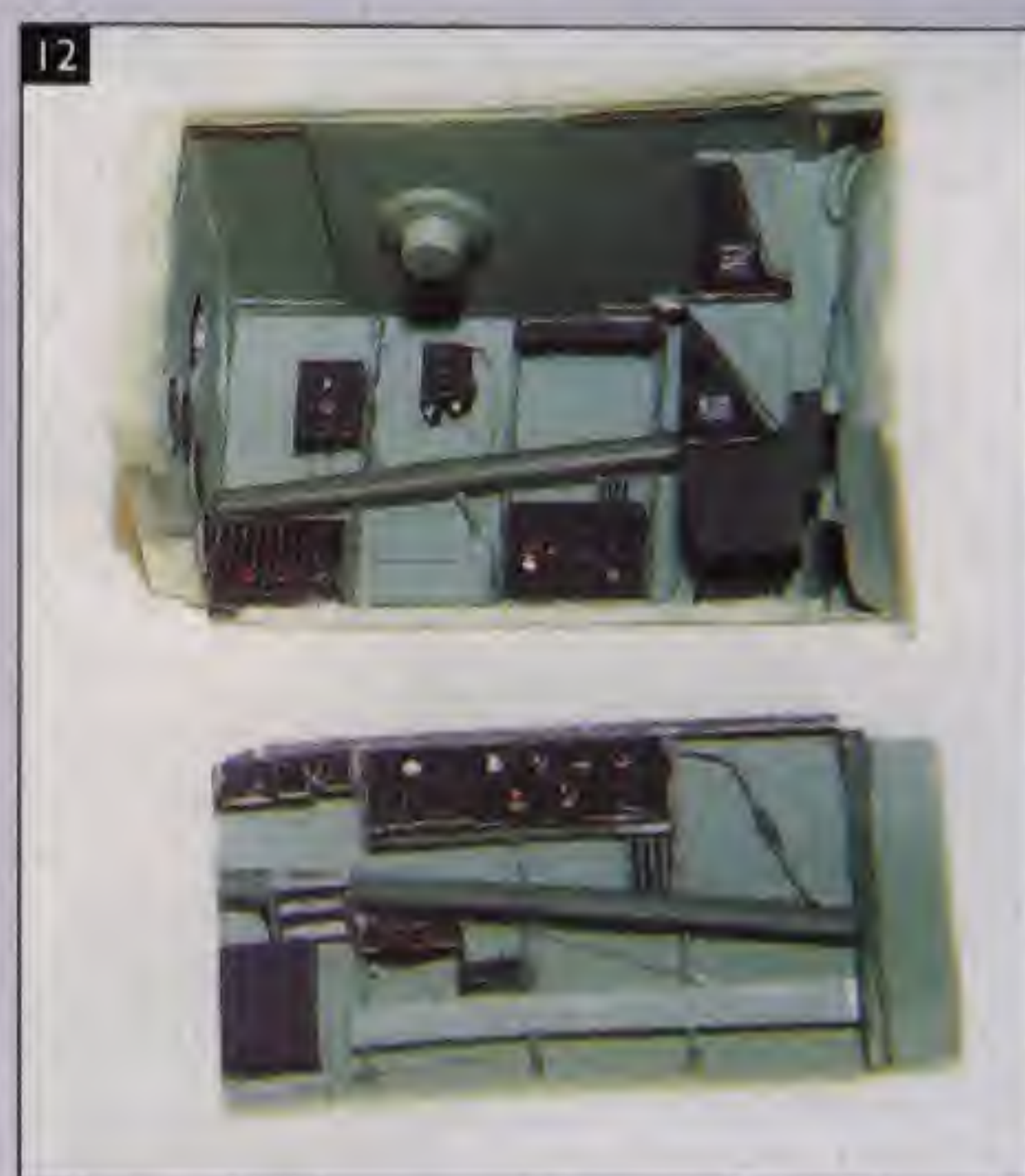
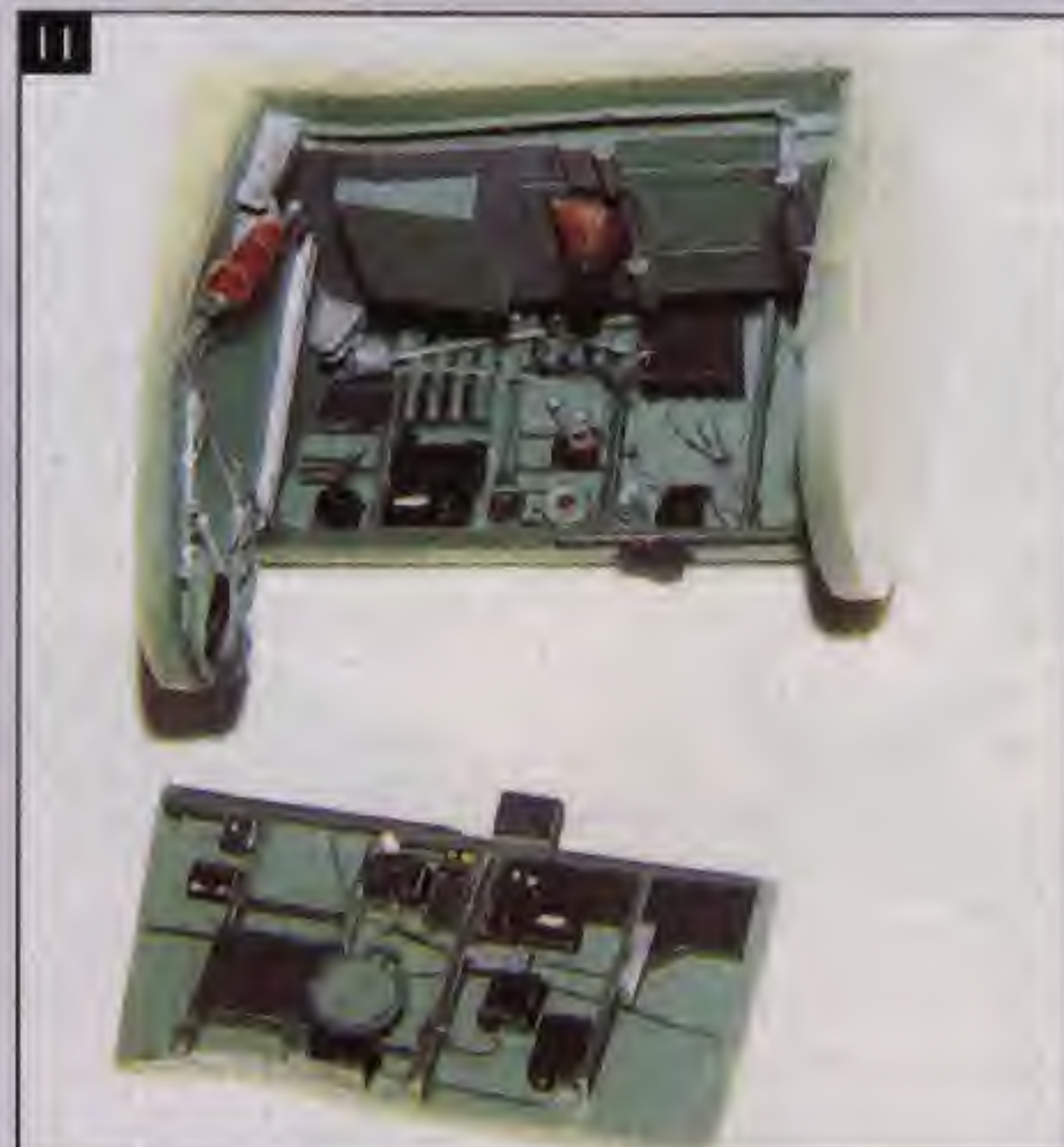
The landing gear legs are being worked on in Photo 8, the leg on the left shows the moulding seam while the one on the right has been filed and sanded. I have a needle file that comes to a point on its cutting edge, so gently going around the raised portions of the legs defined them further. A simple but effective part of the overall build project. In Photo 9, I've cut out the bay for the landing light and filled and sanded the wing leading edges. I've also flattened the cannon stubs prior to their installation. Although the kit-provided cannon are adequate, I opted for a more refined resin add-on obtained from Cooper Detail parts and they will be dealt with later.

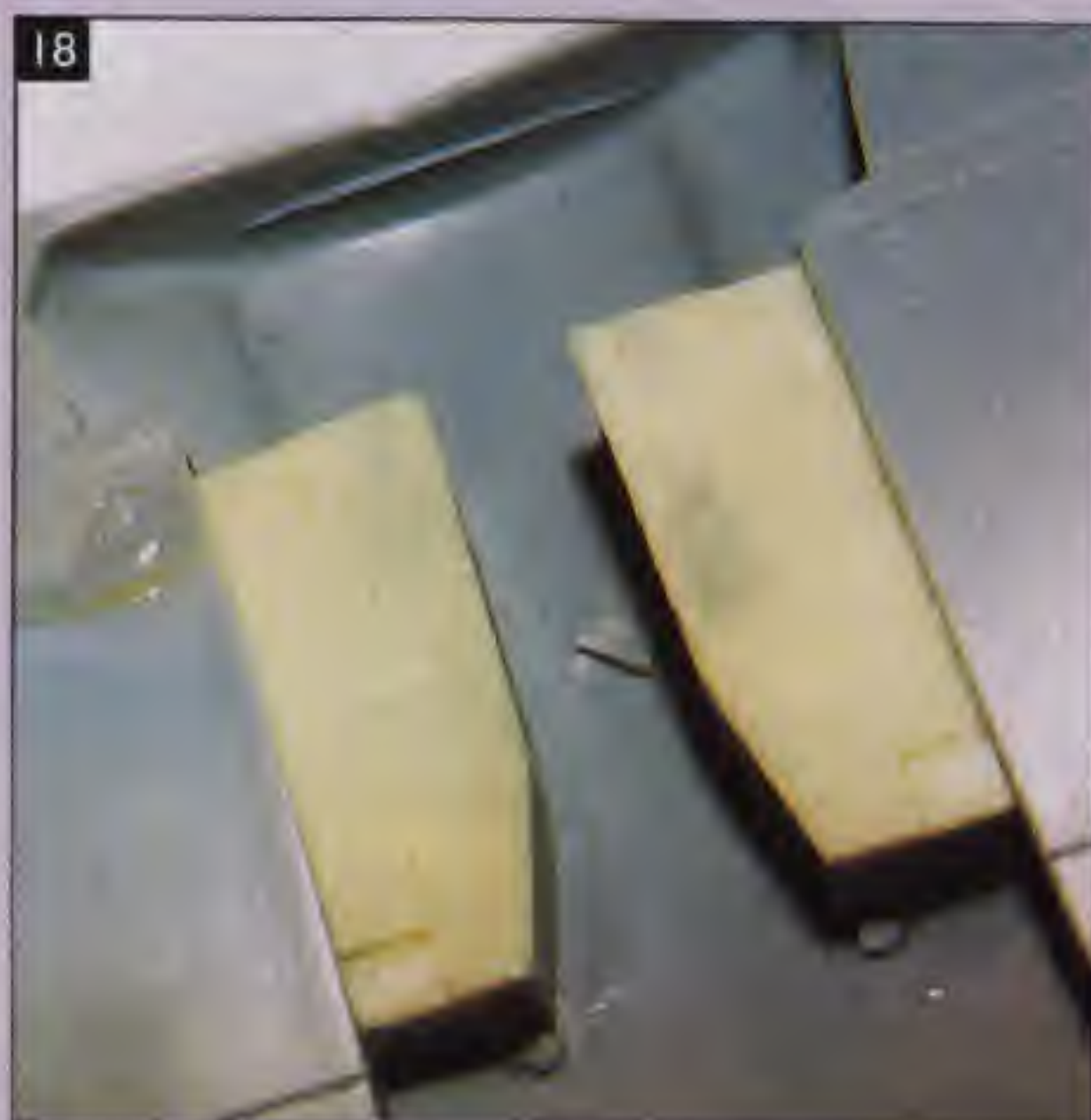
The photo etched completed instrument panel is shown in Photo 10, it was simply a matter of painting

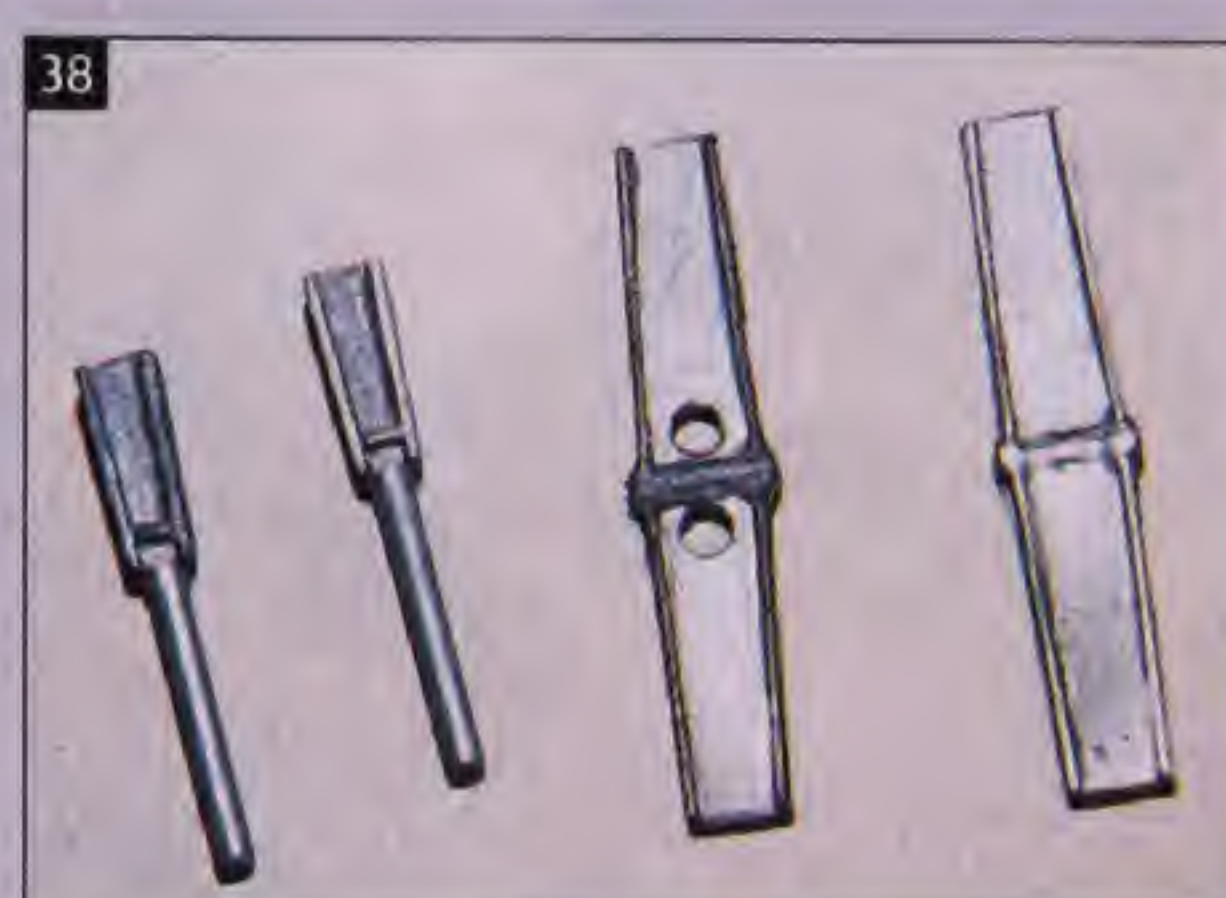
Fairey Firefly Mk I (Radar Equipped)

Scale: 1/48th
Kit No: KT002
Price: £34.99
Panel Lines: Recessed ✓
Status: Revised Tooling ✓
Type: Injection Moulded Plastic, Resin & Etched Brass
Components: Plastic: 47, Resin 26, Etched 27, Clear 3
Decal Options: 3 (2x RN & 1x RCN)
Manufacturer: Grand Phoenix
UK Importer: Hannants

everything and then dry brushing with very light grey acrylic paint. An instrument sheet is provided in plastic and was sandwiched between the etched panel and resin backing part. The magnificent cockpit resin parts are shown in Photos 11 and 12, I cannot emphasise enough just how well done those parts really are. The pilot's cockpit is shown on the right with the radar observer's on the left; outstanding workmanship. The left side pilot's cockpit wall is shown in Photo 13 and I didn't have to add a thing, it was all there! The resin seats were done in the 'Bakelite' red/brown colour. In Photo 14, the etched, very detailed seat belts have been added. A photo in the Hall Park Warpaint book on the Firefly showed Firefly seats that were painted like this. I used Floquil Boxcar Red for the base colour and drybrushing with paint and subsequently, pastels, completed the







look I wanted as per the photos. The pilot's seat is on the right. In Photo 15, I've super glued both front and rear cockpits to the starboard fuselage half. The resin piece in front of the pilot's cockpit makes up the under-fuselage intake innards, that would be glued in later.

Photo 16 shows the wheel wells being removed from their resin backing. Using a jeweller's saw, I was able to gently saw off the backings, albeit with a lot of resin dust. Remember that when sanding resin, wear some sort of dust or particle mask because resin can be injurious to health! Having painted the wheel wells, Photo 17 shows them ready for installation. I didn't have to add one detail part to the wells. What you see is as it comes in the kit, sans painting, of course. Photo 18 shows the wheel wells in place. Also note this ham-fisted modeller's grand glue fingerprint opposite the port wheel well on the upper wing! How that happened I really don't know, it only proves once again that no one is perfect! A gentle sanding, some re-scribing, and that fault was history. Once the wing was mated to the fuselage, things started to move along.

Photo 19 shows the interior of the lower fuselage intake in place, the small resin intake just aft of the under fuselage hole, wheel wells in place along with the exhausts. I've added the horizontal stabilisers in Photo 20. A

little putty work and everything looked good. At that stage, I also re-scribed the panel lines that were lost during the sanding process. The wing-to-fuselage fit was not the greatest and in Photo 21, I've added thin plastic shims to fill the resultant gaps on the forward edge of the joint. The pilot's etched shoulder belts have been added. Note the small red fire extinguisher on the pilot's left, again, that was part of the resin insert. I added a tiny instructional decal to the fire extinguisher to enhance it and that detail is just visible in the photo. Photo 22 shows what the gaps looked like before I shimmed them. The small, circular piece on the cockpit coaming is part of the kit-supplied gun sight. The 'glass' part was provided in the kit and would be added later.

I've begun attaching the first of the four cannon barrels in Photo 23. I first super glued the cannon barrel to the plastic stub provided on the wing in the kit. A light coat of typewriter correction fluid was applied as I didn't want to do a lot of sanding and that medium allows a minimum of sanding compared to putty. The first one was easy, however, when the second one was attached it was quite difficult to sand between the two of them. Luckily I have one of those handy 'U'-shaped sanding devices that allow one to sand in tight places. Using that tool, I was able to also keep

the curvature of the cannon and stub mount circular. Of course, I did manage to break off one or two later on, due to handling the model as I continued work. The foibles of modelling, I guess.

The kit tailwheel fork is shown having been glued on in Photo 24. Unfortunately, the forked portion of the assembly is too short to reach the hub of the tailwheel but I figured that one out later on. One can see the rather crude gaps left after attachment; I solved that problem with an application of white glue that filled in everything nicely, leaving no trace of the seam. In the photo, the tail hook has also been attached.

An overall underside view is given in Photo 25, note that only two cannon have been added at this point, and the following Photo, 26, shows the topside view with all four cannon in place. During past projects, I have had difficulty with primer etching the putty residue and I was constantly thinking of a solution. Finally I hit upon the idea of brushing on a coat of water-based Future floor polish. That acts as a barrier between the putty and lacquer-based primer. Consequently, the problem of etching exists no more for this modeller!

In Photo 27, I've once again used the twist drill to deepen the attachment screws for various panels around the engine intakes and bottom panel immediately ahead of

the wheel wells. With cocktail sticks in the landing gear leg locations and Tamiya masking tape in place, I was ready to paint the model. That is visible in Photo 28, and in Photo 29, after vacuforming the kit canopies, I've attached the originals using white glue, prior to the first paint coat so they would act as a mask. Photo 30 shows the end result. The topside colour is Dark Sea Grey while the bottom is very close to the equivalent of British Medium Sea Grey and that is what I went with. I actually mixed my own colours using Floquil Railroad lacquer model paint for the darker grey and Testor's Model Master for the lighter grey. Working from my FS.595 colour chart, I was able to come quite close to the required shades.

There was some tricky masking to be done and Photo 31 is indicative of that. The area immediately forward of the tail needed to have a tight, circular radius and I was able to achieve that using, once again, Tamiya masking tape. Cut into thin strips, it will, with a little work, curve quite nicely. The other potential problem area was between the cannon as the camouflage had a hard edge to it. I simply cut off a piece of the tape that was long enough to cover the cannon, and carefully folded it tight, sticky side out. Then I placed the flattened tape between the cannon. That, when in place, allowed for a straight demarcation line halfway



along the cannon. The line can be seen in the photograph. In Photo **32**, I've begun painting the exhaust stacks. Placing masking tape below the exhausts allowed me to paint the background black without getting any paint on the fuselage. As the exhausts angle down at approximately a 45-degree angle, the tape usage was a necessity. Using a lightened mix of Floquil Railroad colour Antique Bronze, I next coated the exhausts (Photo **33**). For the black recesses between the individual exhaust stacks, I used a product called 'The Detailer' which is basically a black thinned wash. One could achieve the same results by thinning acrylic black paint and applying it in the same manner.

My drilled out fasteners also show up well in the photo. In Photo **34**, I've applied rust, grey and dark brown pastels that gave me the effect I was looking for. Sealing the pipes with an airbrush coat of matt varnish ensured that the pastels would stay in place. It was now time to apply panel lines and as the model's panel lines are recessed that would make for easy application. Using an artist's 'B' drawing pencil, I was able to make short work of that task (Photo **35**). To keep a very sharp point I continually used the sandpaper block visible below the pencil. 'B' lead is quite soft but I was able to do the entire model when it was still in its gloss stage.

The wing and fuselage sections in

the background reflect my work. Another view of the pencil-applied panel lines is visible in Photo **36**, and in Photo **37**, I've completed the task. I personally feel accenting the panel lines helps break up the overall color on the model and adds interest to the finished product.

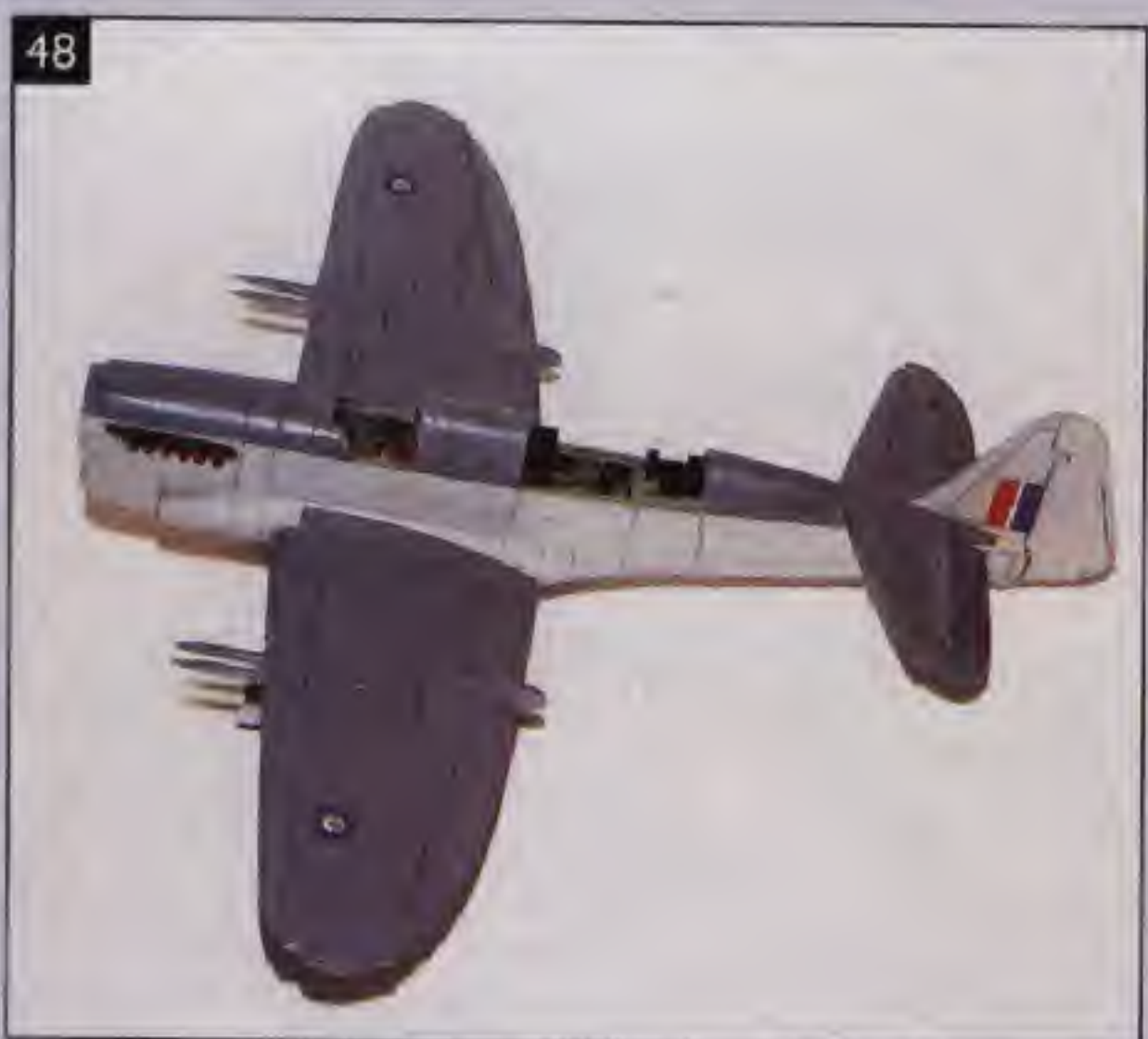
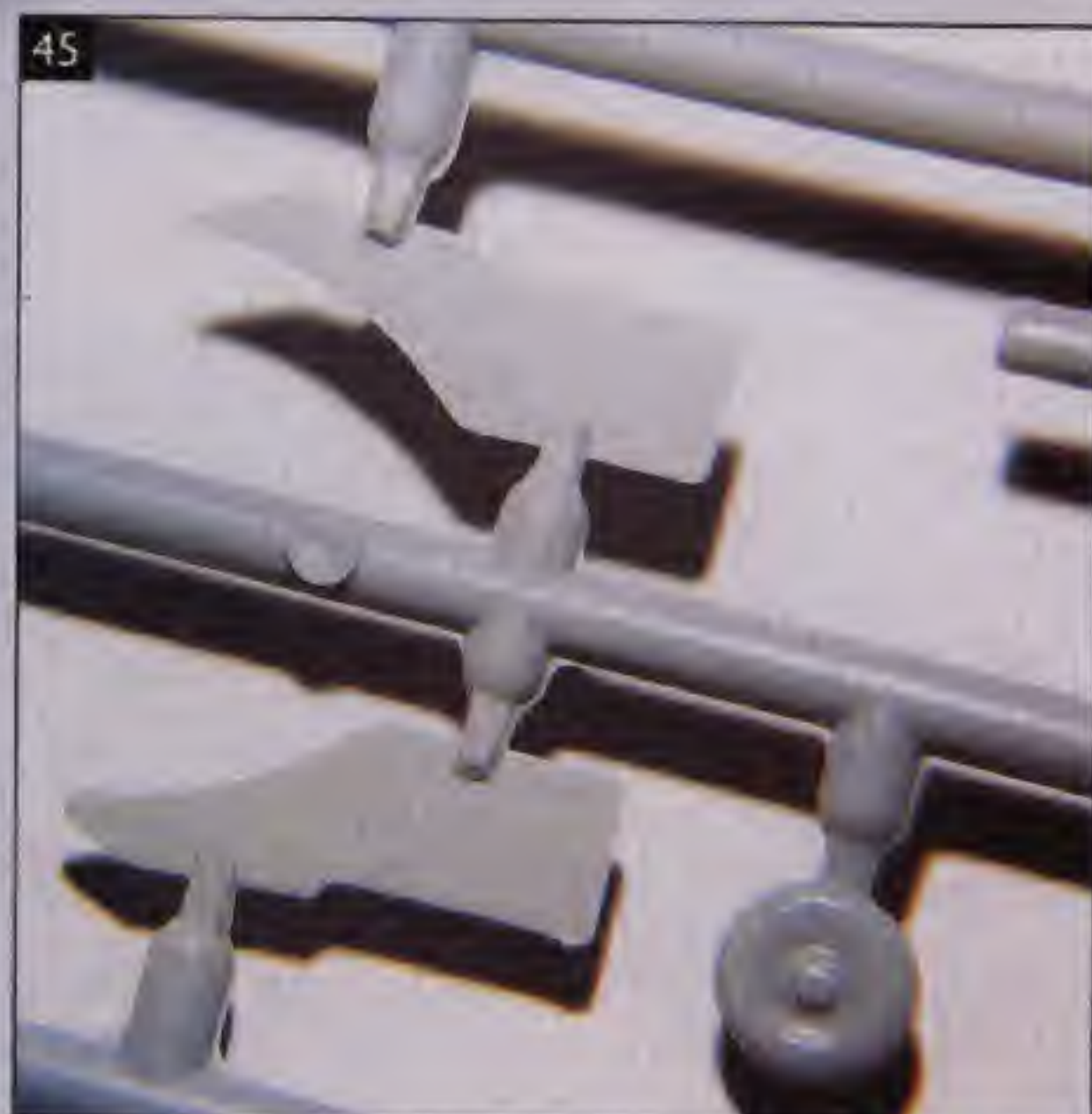
Photo **38** shows portions of the main landing gear strut retraction arms. Studying my reference material, I noticed that the one set of struts had a hole drilled on either side of the pivot joint so those were added with the twist drill of the appropriate diameter. Everything is in place in Photo **39**. As one can see, again using The Detailer liquid, I applied a narrow wash around the raised portions of the gear strut, thereby providing depth. Fine solder was used for the brake line, the upper portion being left natural metal and the bottom portion painted black. That part would later be attached to the wheel hub as per the prototype. Remember me talking about the etched intake covers? Well, there they are in Photo **40**. I left them in the colour they came in on the fret. The Firefly had very sturdy landing gear struts, no doubt to survive continual carrier landings, and Photo **41** gives the reader some idea of that. Again, studying references, I was able to determine that one additional strut needed to be added and it is visible immediately between the gear leg and retraction strut. In Photo **42**, I've

added The Detailer to the retraction struts to complete the landing gear legs. Note the very nice detail within the wheel well.

The completed underside panel lines can be seen in Photo **43**. Yes, there were a lot of them but it was just a matter of keeping the pencil sharp and following the indentations on the kit. The cannon shell ejector ports have been painted black as can be seen. In Photo **44**, I'm working on the tail panel lines. Note the depth of the area between the lower rudder and fuselage. It was simply too deep to get the pencil in, so that was later remedied using, once again, The Detailer. Two of the smaller main landing gear doors and the tailwheel are visible in Photo **45**. Note the way the doors come on the sprue! Careful cutting and sanding made those awful lumps go away. As the early Firefly carried a radar pod, the pod itself is shown in Photo **46**. The pod is plastic while the mounting bracket is resin, thus necessitating that either white glue or super glue be used for a good strong joint. I initially used white glue so I would have time to make sure everything was straight. When that dried, using a very thin piece of wire, I was able to add super glue to the connection areas, the small wire allowed the super glue to go where I wanted it to and not where it wanted to go! The attachment points are actually very thin pieces of 'V'-shaped

resin. Given that those points are so small in area, the super glue did the trick and provided a good, strong joint to a rather delicate part. Artist's pencil and The Detailer were used to add relief. I would later add a wire from the fuselage to the pod as I noticed that connection in one of the reference books.

In Photo **47** the main landing gear and tail wheel have been added, and all panel lines have been highlighted with the artist's pencil. It was at this stage that I began the decalling process. Belcher Bits provided their decal sheet that contains markings for the Firefly model as well as the Seafire and Sea Fury (see 'Sources' listing at the end of this article). The decals are very thin and go on quite nicely. Any decal film that remained visible simply disappeared after a gloss coat to seal them to the paint. In addition to the complete markings for this particular Firefly, the basic stencilling is also provided on the sheet. Obviously all military aircraft do have varying amounts of stencilling and Belcher Bits certainly did their homework on this one, by providing same. From references I was able to determine the exact positions for the upper wing Canadian roundels. In Photo **49**, the underside overall view of the model is shown. Thumbing through the reference book I had on the Firefly in Canadian service, I noticed additional stencils that I added courtesy of my





Fairey Firefly Mk I





spares box. A little cutting, trimming and 'imagineering' and I had all the additional stencilling in place. The underwing codes went down very nicely and after a coat of Micro Sol decal setting solution, all the film disappeared, giving the codes that painted on look. I highly recommend this sheet as a good alternative to the kit sheet.

In Photo 50, all the decalling is complete as with the previous underside view. I painted the gas filler cap red and added a small white instructional stencil immediately below it as per photos I had in the reference books. Having more than one reference book available allowed me to validate all of the small markings. Also note the thin red and white striping on the wings and horizontal tailplanes. Again, they were visible in the photos. Additional detail is visible in Photo 51. The black wing walk areas were added using Scalemaster striping. In B, additional stencilling is visible which includes the small 'W/T' box on the upper rudder. The 'Tail Lifting' stencil came from the Belcher sheet. I added the two small red arrows and short red stripes from the spares box. Again those were visible in the photos. In Photo 53, one can see the short red stripes on stabilisers and elevators. The travel areas on the forward areas of the elevators were masked and painted with a darkened silver (Humbrol

No.56). Two small black decal stripes were placed in the hinges on the elevators to add depth. All the extra decal stencils really popped out, giving the model more visual appeal.

Looking from above in Photo 54, all the small stencils are not totally visible whereas, in Photo 55, one can readily see the effectiveness of all the little unique markings. Again, as per photos, I added some wiring to the aft cockpit radios. From what I could see in photos, the aft Firefly cockpit was quite a busy area and the additional wiring helped create that effect. Photo 56 offers a tight starboard close-up. The tips of the cannon barrels first received a coat of black in the holes. That was followed up with Humbrol No.56 for the extreme front metal cannon ends. A tiny 'No Step' sits atop the starboard intake, directly below the exhaust stacks. In one of my previous projects, I needed some sort of rivet decals, as I wanted to highlight the rivets as they appeared on the real aircraft. Having heard of Mike Grant Decals in Canada, I dropped him a note, asking him if he could make tiny 'rivet' decals for me. Much to my delight, he was able to make a couple of sheets at a very reasonable price and the result is visible in Photo 57. Again, using the references, the rivet pattern was shown on the gear leg doors. Using Mike's product, I was able to duplicate the pattern on the model. If you're looking for unique,

one-off decals, I can highly recommend Mr. Grant's product. They are very thin, and gentle handling will ensure good results. A bit of a longer soaking time is needed but as one can see from the photo, they lay down very well.

A close-up, forward, under side view is shown in Photo 58. The Cooper wheels come pre-flattened and are a nice addition. Two different styles of wheels were used on Canadian Fireflies, the differences lie in the hub diameter and Mr. Cooper has provided the narrower diameter version that was correct for the model I was making. The detail contained on them is far superior to the kit-supplied parts. Note the small yellow/black instructional stencil between the cannon.

Two views of the tailwheel are seen in Photos 59 and 60. I had earlier attached the tailwheel to the 'too-short' yoke by resting the tailwheel on my work area and holding it in place with modelling clay. Placing the yoke directly on the tail wheel, I 'extended' the yoke using white glue, and that was followed by an application of super glue. Once again, looking through the references, namely the Warpaint special on the Firefly, I noticed that in one of the photos, there was a small wire coming from the fuselage, down along the yoke and into the hub. Using thin solder, I was able to make short work of that. I also saw that there was a small hub on each

side of the yoke that was coloured in a goldish hue. Using Testor's Model Master Brass, I painted them appropriately, having added the hubs by slicing plastic rod and gluing each piece on. The Firefly, as stated earlier, appeared to have a rather sturdy landing gear for carrier ops and Photo 61 gives the reader an indication of that. As per the prototype, I've added the small black and yellow instructional placard from spare decal stock to the upper inner portion of the main leg. Also note the crispness of the Cooper Detail tyre/wheel.

In Photo 62, I've fabricated the wire that would extend from the lower fuselage to the rear of the radar pod. Again, slicing a thin piece of plastic rod provided the mounting attachment point for the wire. A couple of stencil decals completed the pod, and in Photo 63 the pod has been glued to the fuselage. I used white glue to initially mount the pod to the under fuselage, thereby allowing me the time to accurately position it. Note that there are only four small points from the 'V' braces that can be used as glue surfaces. The addition of the wire added one more stabilising glue point. When everything lined up, I further secured the brackets with a very small application of super glue, thus giving more overall strength to that fragile area.

At this point, it was time to glue in the canopy, having previously



vacuformed a new one for additional clarity, compared to the kit parts. Photo **64** shows the process. I first sprayed the canopy frames with British Interior Green, using Model Master paints. That was followed with a final coat of my Dark Sea Grey mix. Checking the references once again, the opening section of the rear canopy had segmented white lines applied around it. I debated with myself at first, considering opening the canopy section as I had photos to that effect. However, the laziness in me prevailed so I opted for the segmented lines. Using ScaleMaster white striping, I cut individual pieces and applied them to the opening part of the frames, one by one. Quite a tedious job! They are visible in the photo as well as the slight chipping by the wing walk area and the fuel stain by the fuselage gas tank cap. Using white glue, I placed the canopy on the sill and glued one side firm. When that was dry, I applied glue to the port side and used a utility knife as a brace to hold the aft canopy where I wanted it to stay. Worked like a charm! Photo **65** shows the segmented line also applied to the pilot's canopy which has been glued in place. Judging from the position of the radar pod, it must have caused a lot of slipstream drag!

I've added exhaust stains with pastel, using various greys and browns to achieve the desired result. Various smudges have been put down on the

wing in Photo **66**. One interesting thing I noticed in the references was that the rear canopy had a thin metal strip covering the seams of that panel. As with most vacuform canopies, the white glue did not entirely cover the seam so using very thin plastic sheeting, I cut out two thin strips and applied them with white glue. Using anything stronger would have eaten through the thin plastic. They are located immediately behind the aft canopy frame and immediately forward of the triangular window.

The formation and identification lights are visible in Photo **67**. The 'bumps' were part of the resin in the kit and had to be glued in individually. A colour photo of the underside revealed the sequencing of colour; from forward aft, the lights are red, green and amber, with the last one being a blue formation light. I used Tamiya Clear colours for those applications and that was followed with a clear coat to make them more glossy.

At this point, the model was almost completed (Photo **68**) however, I still had to work on the propeller. Having earlier obtained a set of Rotol propeller markings, (Photo **69**) from Archer's Fine Transfers, it was simply a matter of pressing the markings I would need on to clear decal film. A coat of MicroScale Liquid Decal film sealed them to the sheet, and in Photo **70**, the markings are in place, sealed

with a flat coat, and the prop has been glued to the fuselage. Note the small circles on the propeller: Reference material indicated that those small circles were individual blade markings whereas all the other markings on the prop were generic. Consequently, some circles were yellow while others were grey. The yellow ones denoted a natural wood blade while the others denoted a composite material which was known as 'Rotol Wood'. Interchanging blades was evidently common practice. I reflected that by adding two grey circles on two of the blades and one yellow circle on just one of the blades. Just a little different wrinkle to make the model unique, that's all.

In Photo **71** I've applied the starboard navigation light as well as the small trailing edge formation light. I built up the navigation and formation light, using Micro Krystal Klear. After several applications, I painted the lights with Tamiya Green and Blue, respectively, followed by a gloss coat.

Overall views of the finished model are given in Photos **72** through **75**. To me, the overall effect of a working aircraft is evident. In Photo **76** the port wing landing light is complete, having used an MV model railroad lens for the light itself. Using a heated piece of clear vacuform plastic, I quickly wrapped it around the wing leading edge and when it had cooled, I

cut it to fit the slot. White glue completed the process. The radio mast and antenna as well as the tiny etched rear-view mirror are both visible in Photo **77**. I did get brave after white-gluing the mirror on and added very small applications of super glue to the base of the mount. One slip with the super glue could have crazed the clear part of the windscreen. I figured without the super glue, that part could leave rather quickly if jarred or bumped. In Photo **78**, the slight paint chipping is visible. I used a silver Prismacolor pencil to achieve the look I was after. Not overdone but just enough to show some wear. It looks like a Firefly and that's what counts!

Conclusion

The finished model now resides in my showcase among other significant World War II aircraft models and it does hold its own. I would recommend this model to anyone wanting to add a Firefly to their collection, and I congratulate Grand Phoenix for issuing a 1/48th scale model of this most important aircraft. It was a pleasure to build.

Good Modelling to you.

Frank T. Cuden

NOTE: If you want to know more about the Firefly, why not purchase a copy of the July 2002 (Vol 1 Iss 7) edition of our sister magazine Model Aircraft Monthly, as it has a huge amount of technical data on the type in an article by Ian Huntley. Contact the Back Issues Department on +44 (0)8707 333373 to order your copy.

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Fokker's Ultimate Dogfighter

Making the 1/48th Jager Miniatures Fokker D.VII

by Nick J. Wigman

The Fokker D.VII was a superb fighter aircraft in its day and immediately proved itself successful from its introduction into the air war in 1918. It deserves its place in history as one of the most famous and formidable aircraft of its era.

The Kit

This kit depicts the aircraft (number 5423/18) flown by Lt. Rudolf Stark of Jasta 35b, a Bavarian pilot who would end the war with 11 aerial victories. An actual Fokker D.VII painted in Lt. Stark's scheme is present in the USAF Museum at Dayton, Ohio.

The kit comes in a sturdy box which has a photograph of the completed model glued to the front. On looking inside it is immediately clear that this is a true multi-media kit comprising resin (37 parts), white-metal (11 parts), etched components and of course decals. (See Photos 1, 2, and 3).

All the resin parts are enclosed in bubble wrap to ensure their safe carriage and the etched parts, made by Copper State Models, are separately bagged too and contain the required parts for detailing the Spandau machine guns, the breech of which is supplied in resin.

The vast majority of this kit though is resin and these parts are beautifully cast being virtually free of air bubbles, free of any warps and crisp. The fuselage is a very impressive one-piece casting which would require some cleaning up especially around the cockpit area and this particular kit represents a late-production license-built OAW aircraft, as apparent by the nose side panel details (louvres), again very well rendered. An opening in the lower surface allows the cockpit details to be added and some nice internal detail is present. When viewed from the top the fuselage sides taper toward the tail in a smooth curve but should ideally be 'faceted' i.e. flat between the vertical members of the fuselage structure. On a model of this scale though, I wasn't too bothered about this.

The wings are excellent too (they are produced by Copper State Models) and the one-piece upper wing is particularly well cast, having the

distinctive 'Fokker wing' with the two outer sections (undersides of the wings) tapering toward the tips, and no distortion or air bubbles are present. The 'saw-tooth' contours of the wing leading edges are absent (as with most D.VII kits) while the rib details on the wings are very nicely produced but are maybe a tad too pronounced for 1/48th scale. This is not a problem though, as they can be sanded down if the modeller so desires. The ailerons are supplied as separate items while the tailplane and elevators are cast as one piece and the same is true of the vertical tail and rudder.

I would have liked to have seen these control surfaces as separate items but separating them would be easy with a razor saw and scalpel if so desired. An interesting note here is that the elevators have no rib detail. On further research, the ribs of these parts on the actual aircraft were not always pronounced, hence the reason

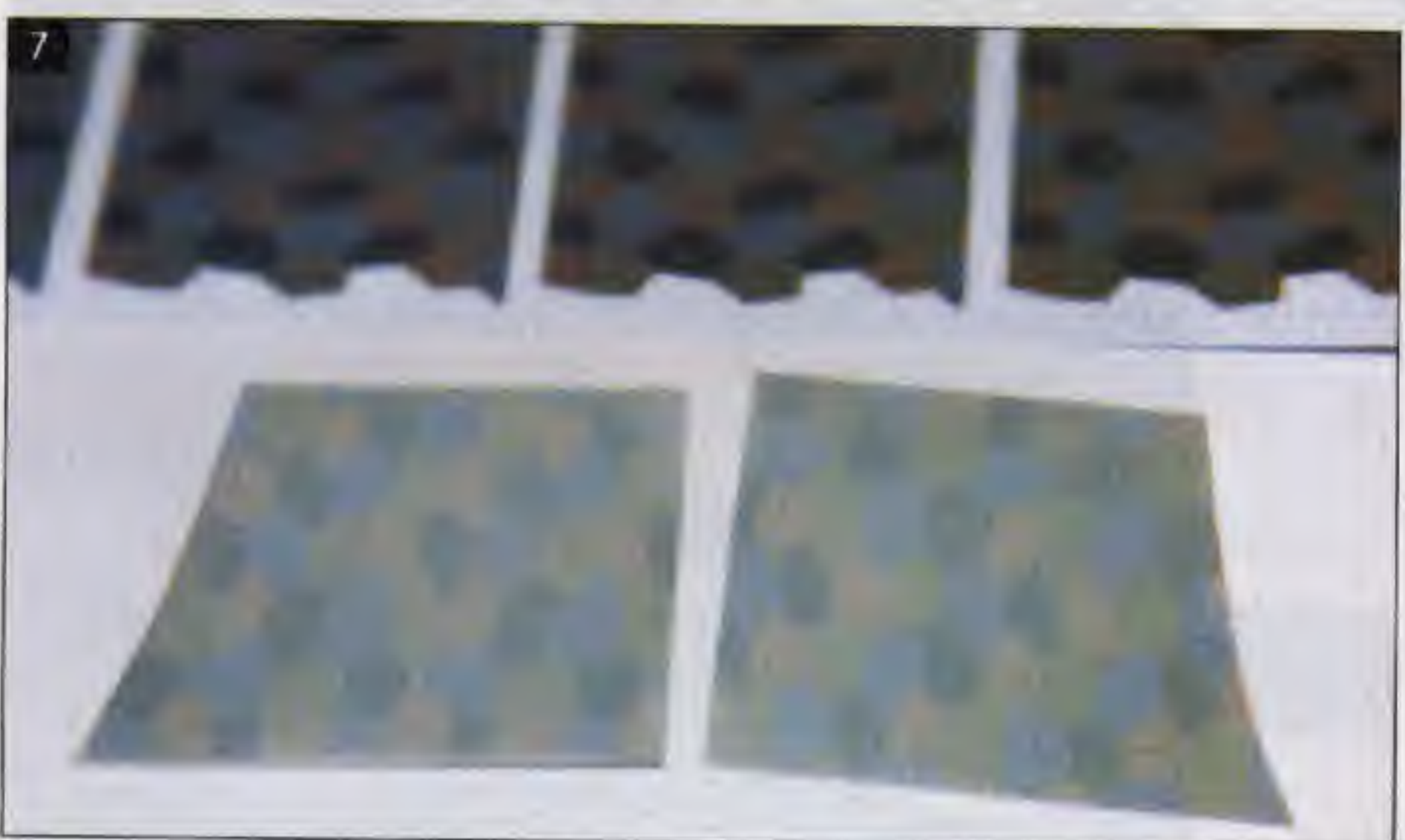
Fokker D.VII (OAW)

Scale:	1/48th
Kit No:	N/A
Price:	£49.50
Panel Lines:	Recessed ✓
Status:	New Tooling ✓
Production:	Limited (230 Worldwide)
Type:	Resin, White-Metal & Etched Brass
Decal Options:	1
Manufacturer:	Jager Miniatures
Note:	Only available directly from the manufacturer worldwide.

for their omission, I suspect.

The other resin parts, all beautifully produced, include the wheel axle fairing and wheels, seat with seat belts cast on, engine cylinders, exhaust manifold, cockpit floor, fuselage floor (false cockpit floor), instrument panel, rear machine gun mount, lifting handles and pilot's footstep. Finally a beautifully made pilot figure of Lt. Stark is included.

The white-metal parts are particularly well cast and include the interplane and undercarriage struts. I



do find that white metal struts can be 'soft' and I would therefore use these as patterns for brass replacements (using 'Strutz' available from Aeroclub), and my view here is reinforced as this is a resin kit.

A complete set of both upper and lower four-colour lozenge decals is provided and these are produced by Eagle Strike so I knew they were of high quality. A smaller sheet includes some stencils (weight table), Lt Stark's 'Li', and Balkenkreuz or 'German crosses' as I call them. The lilac portions of the final scheme will have to be painted by the modeller.

This limited edition release (only 230 being produced) looked a superb kit with all the parts being of the highest quality and I was eager to start building it...well, the D.VII is one of my all-time favourite aircraft after all (probably along with 20 or so other types!).

To get the ball rolling, all the resin parts were washed in a soapy solution,

rinsed and dried to remove any casting residue.

1. The Fuselage and Cockpit

I thought that the fuselage would be the most logical starting place and the first thing to do here was to remove the excess resin from inside the cockpit (see Photos 4 and 5). This was easily done with the use of a scalpel and cleaned up with a needle file. The cockpit opening (atop the fuselage) was finally cleaned up with smooth wet 'n' dry and the machine gun cut-outs tidied up with a needle file. Once this had been done and any other slight seams were sanded smooth, the fuselage was given a coat of Halfords Grey Primer to show up any other defects I hadn't previously noticed, and to provide a good base for subsequent coats of paint (Photo 6). I noticed that a slight seam still remained on the underside of the nose so this was further sanded smooth and another thin layer of primer was

applied to this area.

Before going any further (for reasons that will soon become apparent), I'd like to explain a little about lozenge fabric. This aircraft was covered with a standard four-colour (day) lozenge fabric which was printed with polygons in standard colours (the exact colours have long been a subject of controversy!). The lozenge pattern was, for obvious reasons, printed only on the outside surface but can still be seen from the inside due to the thinness of the fabric.

Okay, so now back to the model: Bearing the above in mind, I cut out card templates (a matter of trial and error) to fit the shape of the cockpit sides (from the inside of course), and transferred these shapes onto the (upper) lozenge decal sheet. It was important to note the orientation of the lozenge polygons to get an accurate appearance. These pieces of decal sheet were then sprayed over lightly with clear doped linen and left

to dry and this enabled the lozenge pattern just to show through (as though the lozenge was only present on the outside) (Photo 7). The cockpit sides were given a brush coat of gloss varnish to make the surface 'decal-friendly' and once dry, the decals were slipped into position and the use of Micro Set and Micro Sol aided their settling over the interior frame detail. Once these had dried, the tricky job of painting the interior frames (using RLM 02; an approximation for the light grey used in the real aircraft) presented itself, but patience prevailed using a fine ('00' size) brush (Photo 8). The visible interior bracing wires were added from stretched sprue and this proved to be a tricky job too as it was very important not to damage the decals.

Anyway onto the cockpit parts: These were cleaned up where necessary and as most of these would be a fairly light colour, I applied a base coat of Halfords white primer. The



cockpit false floor (which doubles as a portion of the bottom of the fuselage) was painted clear doped linen while the cockpit floor and instrument panel were given a wood effect. This was done by painting these parts in Polly S Flesh and once dry a thinned-out brushing in one direction of Earth Red (a bright-ish brown) was painted on. If done correctly, the slight streaks left by the brush give a nice representation of wood grain, and the tone can be varied by the number of coats and the colours used.

Once this process had been completed, the rudder kick plates were painted RLM 02 as was the rudder bar, the bar running along the centreline of the floor, both machine gun mounts, throttle, and control column. The control column handles (the left one of which acted as an auxiliary throttle control) were then painted in the same Earth Brown as before while the switches on the instrument panel were picked out in black and dry-brushed

with a light grey.

As is most commonly seen, the seat was black with what I decided were to be dirty white seat belts. Finally the ammunition/spent cartridge box was sprayed with Halfords Nissan Silver.

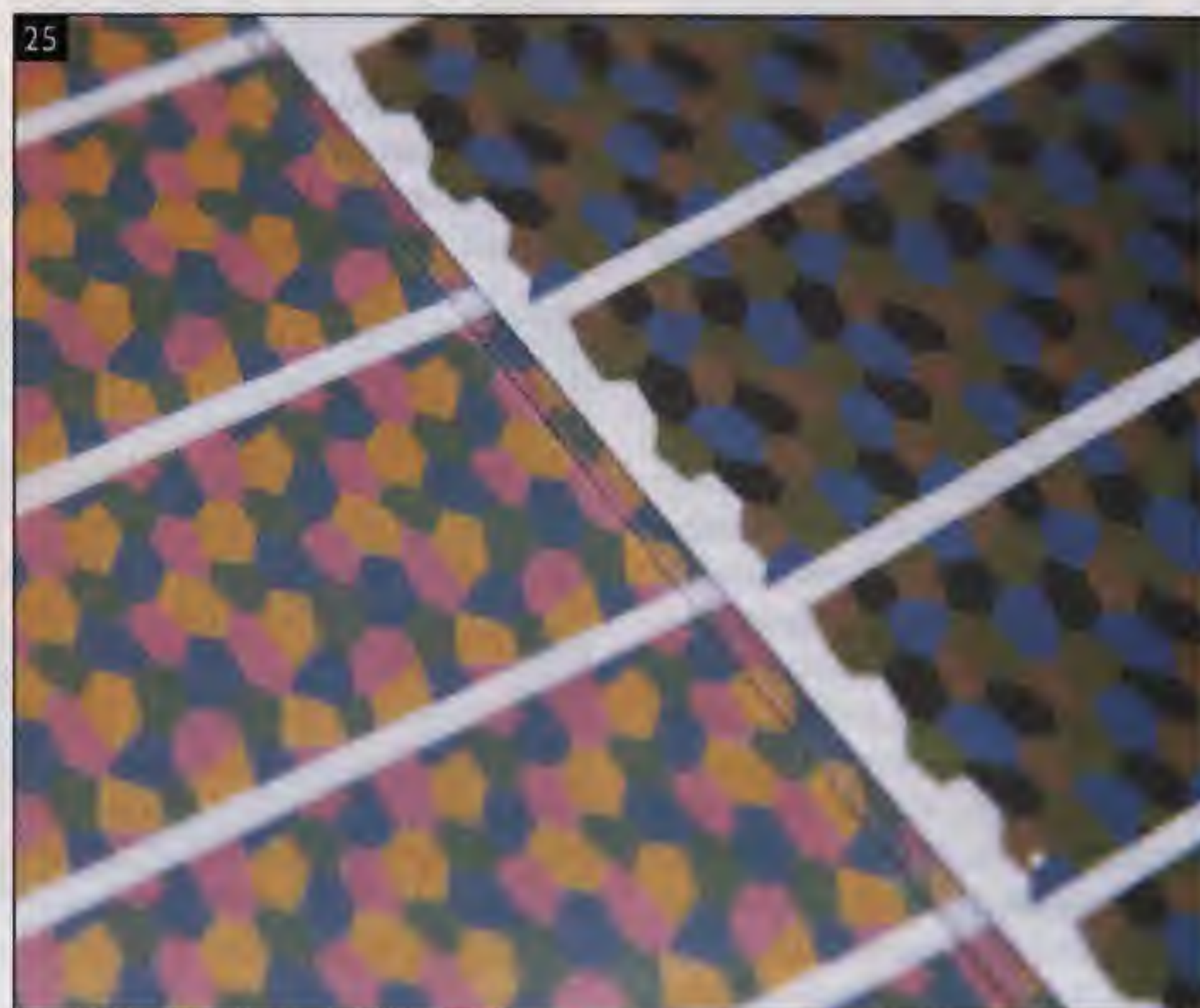
Now for the assembly of these parts: First off, the rudder bar was glued in place, and I decided to add loops at each end of it in keeping with accuracy, and control cables (both made from stretched sprue) to add some extra detail. I also opted to offset the rudder bar (and rudder too when the time came). The compass is a prominent item in the D.VII cockpit and this was added from a Copper State Models instrument set and secured to the cockpit floor (Photo 9). It was then a simple matter to attach the control column in place (slightly offset) and to add the auxiliary throttle cable that was made from stretched sprue although I did leave the seat off for now (Photo 10). The cockpit floor was then attached to the

false floor using Araldite, ensuring that the alignment and juxtaposition of these parts was correct as there are no locating tabs and it would be fairly easy to get the cockpit going at an angle to the rest of the model. Also the cockpit floor has to be in the right place longitudinally, as it would again be fairly easy to get the cockpit too far forward or back, or left to right and this was done by trial and error, hence the slower drying Araldite.

Securing the instrument panel, ammunition/spent cartridge box and both front and rear machine gun mounts proved to be a little tricky as there was little in the way of positive locating points (Photo 11). It transpired that I had to dispense with the front machine gun mount altogether as I could not get it to fit correctly, but this would barely be visible to all but the eagle-eyed observer. The ammunition/spent cartridge box went in first and was secured with superglue from its

undersurface, and this was repeated with the instrument panel again using superglue to reinforce it and the rear machine gun mount then went into position easily. The hand pump was then attached to the right hand cockpit side (Photo 12) while the throttle was secured to the left and a throttle wire (Photo 13) was added from stretched sprue. To complete this stage of the assembly, the cockpit floor was secured in place in the fuselage using superglue and the resultant gaps were filled and left aside to dry. Once dry, the filler was sanded smooth and another coat of primer was applied to ensure that any blemishes had been removed (Photo 14).

All was looking good so I proceeded to prepare the tail surfaces by a light sanding with wet 'n' dry around the edges. To give the impression that the elevators and rudder were separate surfaces, I used a razor saw to cut into the leading edges of these parts. Placing the fuselage on



a flat surface, I attached the tailplane in place using Araldite, ensuring that it was aligned correctly. Of note here is that there will be a gap at the front of the tailplane (Photo 15) and this is mentioned in an accompanying note in the kit. This was no big deal and plastic strip was used to fill in the gap with a final sanding to make it look neat. After masking off the cockpit openings with Blu-Tack, I applied a coat of primer to the fuselage and was pleased to see that all was looking good (Photo 16).

I decided to leave the vertical tail surfaces off for now as these would need to be painted white before they were secured to the rest of the model.

This aircraft was finished in a nice colourful scheme as was commonly seen with German flyers in WW1. It carried a four-colour 'day' lozenge scheme but also had lilac painted areas, namely the nose, fuselage band, tail surfaces and rear fuselage, and a chevron on the upper wing. The fuselage band and tail areas were bordered in black.

I had no real references for the exact shade of lilac, and although the D.VII on display at the US Air Force Museum at Dayton, Ohio is finished in Lt Stark's scheme, the lilac looks more like a pink (see http://www.wpafb.af.mil/museum/early_years/ey4c.htm). I opted to go by the kit illustration and a nice colour profile is also given at <http://www.cbrnp.com/profiles/quarter1/fokker-dvii.htm>.

Using Polly S paint, I mixed red, blue (RLM 24) and white to obtain what I thought to be a good lilac shade. This was a matter of trial and error but once I was happy with the colour (which was mixed in a separate jar), I sprayed the complete fuselage with the lilac. I used two coats to obtain a good coverage and once dry, I applied an even coat of Tamiya gloss varnish to provide a decal-friendly surface. Now it was time to start applying the lozenge decals.

Getting started with the Lozenge

Two decal sheets are provided for the lozenge and these cover both the upper and lower lozenge patterns (1 sheet for each). These sheets are produced by Eagle Strike and they are of high quality. The colours are well produced and each bolt (polygon) is crisp and precise.

Now remembering that the majority of the model was to be covered with these decals, it was important that not too many mistakes were made as this would necessitate going out and buying further sheets!

First off, and we are only concerned with the fuselage lozenge here, I cut out paper templates for the two areas of lozenge on each side of the fuselage (Photo 17). It would be easy to get the orientation of the rear one mixed up so I drew an arrow indicating 'this way up' as the lozenge pattern should



be consistent throughout the fuselage. While the model had no decals applied as yet, I also made templates for the two upper lozenge areas and the two lower areas.

My main concern would be the small triangular louvered panel toward the nose of the model as this should be lilac but more on this a bit later.

Now the paper templates were transferred to the decal sheets and the eight shapes were cut out and left aside, taking care not to mix them up. Starting on the fuselage sides, a copious amount of Micro Set was brushed onto these areas and the two decals per fuselage side slid into place. Once they were in their correct positions, Micro Sol was brushed on and the model was set aside in a safe place while this was taking effect. The decals may wrinkle up but no matter how much this happens, it is important to leave well alone. The decals by this stage will be very soft and easily stretched (which can be handy, but not on this occasion) and easily damaged too. As they dry out, the wrinkling fades leaving, ideally, a nice flat decal. Once they had dried, any small air bubbles were pricked with a pin and a small amount of Micro Sol applied, and this occurred primarily on the small triangular panels at the front end of the lozenge. In some cases, this process may need to be repeated a number of times. Once the decals had again dried and all was well, any excess setting solutions were removed with a damp cloth as these can sometimes be seen as 'bumps' underneath decals if not removed. Now the decals for both the

upper and lower lozenge areas of the fuselage were applied in exactly the same manner as before (Photos 18 and 19) and once dry, any excess setting solutions were again removed.

Now that all the lozenge decals of the fuselage were in place just one area needed attention and this involved the aforementioned triangular panels toward the nose. The panels are lilac but the surrounding area is lozenge. These panels can be painted, but I opted to remove the lozenge from the panel by the following method. First off, I cut around the panel using a new scalpel blade, ensuring that the panel had been totally cut off from the surrounding area. Micro Sol was then applied and using a medium-soft brush, the decal was slowly removed by working the brush into the centre of the panel from each direction. Eventually the area of decal can be removed completely, left to dry and yes, yet again the excess solution was removed.

The fuselage band has black bordering and this was simply applied using strips of black decal.

Once these had dried the 'Li' of Lt Stark was applied, as were the German crosses (Balkenkreuze), aircraft number and weight table. I applied another coat of Tamiya gloss varnish at this time to protect the decals and paint finish so far (Photo 20).

The tailplane also has black bordering but this was a little trickier to apply than on the fuselage band. I used Tamiya masking tape, trimmed into thin strips and carefully applied onto the tailplane (Photo 21) ensuring that a parallel black edging



would result. Once the tapes had been applied correctly, they were rubbed in with the rounded wooden end of a brush handle and the black paint was then applied (Photo 22).

Onto the Wings

The three wings (a one-piece upper wing and two lower ones) are all beautifully cast being free of flaws and warp, and are generally very accurate. The trailing edges are fine and the scalloped effect is subtly done. The actual Fokker wing has a 'saw-tooth' effect on the upper leading edges of the wings and although this wasn't present in this example, this wasn't unusual as only one kit to my knowledge (the 1/32nd Battleaxe one) has it. I did think that the rib tapes were slightly too pronounced in this scale but as they looked nice, I left them as they were.

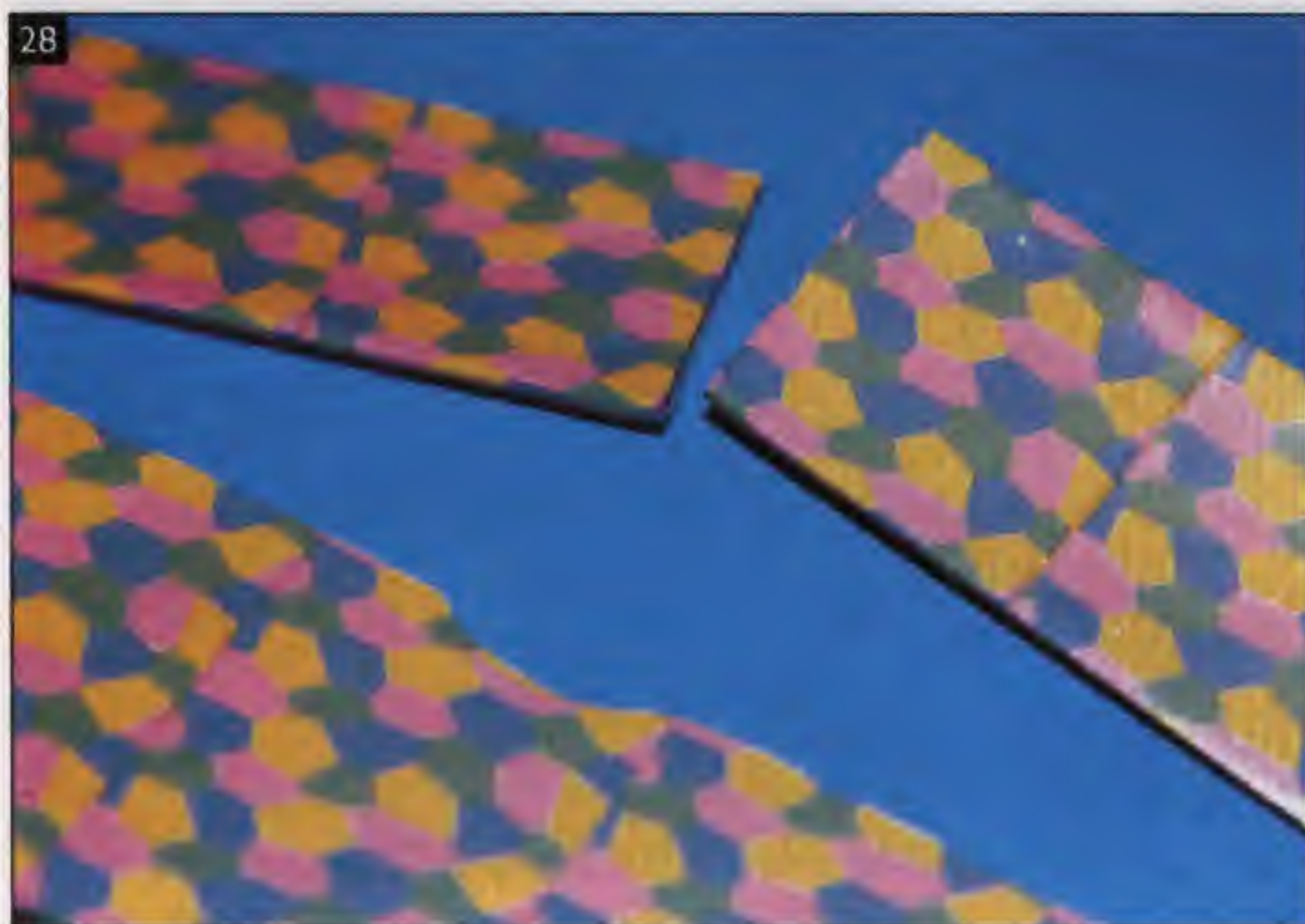
First off, once the wings were cleaned up a little with wet 'n' dry, I drilled out holes to accommodate the struts using a pin vice (Photo 23). As these wings would be covered in lozenge decals, and these themselves are opaque, I saw no reason for any undercoat so proceeded straight away to give both sides of each wing a coat of gloss varnish to prepare the surface for decalling (Photo 24). Photo 25 shows the excellent lozenge decals.

There were various alternative methods for the lozenge fabric to be applied to the actual aircraft, but with regards to the wings, one of three ways was employed: chordwise, spanwise and diagonally at 45 degrees. An excellent reference for this is given in Windsock's excellent Anthology, parts 1 and 2.

I decided to apply the lozenge to the wings chordwise, (which is correct for this), but this would not be as easy as it sounds as each section would need to be close to the exact size.

Okay, so the first step here was to cut the long strips of lozenge decal out from the sheet, and laying the wing on top of the lower lozenge first, trimming the strip to size to fit the chord of the wing, allowing a millimetre either end. In all three sections were needed (Photo 26) for each of the lower wings and the outermost ones needed to be rounded to fit the ends of the wings. Doing one wing at a time, I applied all three sections at the same time, applying the Micro Set and Sol as before. I then carefully ran a scalpel along the trailing edge, and using the same method as removing the decal from the triangular fuselage panel, all the excess decal from the upper surface of the trailing edge was removed as this would otherwise cause a visible 'step'. Photo 28 shows the completed lozenge on the underside of the wings. This whole process was then repeated for the upper wing.

The same method was used for the upper surface lozenge except that when trimming the strip into sections, it was important to allow more excess



to compensate for the greater camber of the wing. Photo 29 shows this, and Photo 30 shows the completed upper surface of the lower wing thus far. On the upper wing, I applied the decals from the centre outward (Photo 31), but otherwise these decals were applied in exactly the same way and trimmed at the trailing edge.

In so far as the ailerons were concerned, I drilled holes in their leading edges and inserted wire so that they could be held while applying the decals. The decals were then applied in the same manner except that these ran spanwise along the ailerons, which is accurate (Photo 32).

Once the decals had dried, a damp cloth was used to remove any excess setting solutions, and a coat of gloss varnish was applied.

The lengthy process of applying the rib tapes on all three wings then began and this started with trimming them to roughly the right size allowing 1-2mm extra (Photo 33). Again the

Micro Set and Sol were used. Using Tamiya masking tape, I masked off the chevron on the upper wing and brush painted this, using two coats, with lilac. Due to the varnish, there was no need to worry about the tape pulling off the lozenge, and once this had been done (Photo 34), I added the ailerons, slightly displaced to match the control column. Finally I applied the Balkenkreuz, which was a simple matter, and a light coat of gloss varnish was used to seal the surface thus far.

Back to the Airframe

I painted the engine openings atop the nose of the fuselage with black and prepared the engine (which is a very neatly cast bank of cylinders) and manifold assembly by priming them with a coat of grey primer. I then painted these parts black with Dark Earth manifolds and finished them off with a light touch of Rub 'n' Buff to accentuate the nice details. The

manifold assembly was then simply attached to the left side of the engine which was then in turn secured in the engine opening with Araldite, ensuring that the engine was central and straight. Painting the 'open' ends of the louvers in the nose of the model was not easy but I did this using black and also installed the seat at this time.

It was now time to attach the wings to the fuselage but before doing this I scraped the decal from the root of each lower wing to get better adhesion once the glue was applied. Now I drilled holes into the end of each wing to accommodate brass pins that would then locate into holes in the fuselage (Photo 35) giving a stronger construction. The brass pins (lengths of wire) were superglued into the wings, and using slower drying superglue, the wings were attached onto the fuselage ensuring that the wings were aligned correctly which this took a little time to get right. Once dry, I ran some

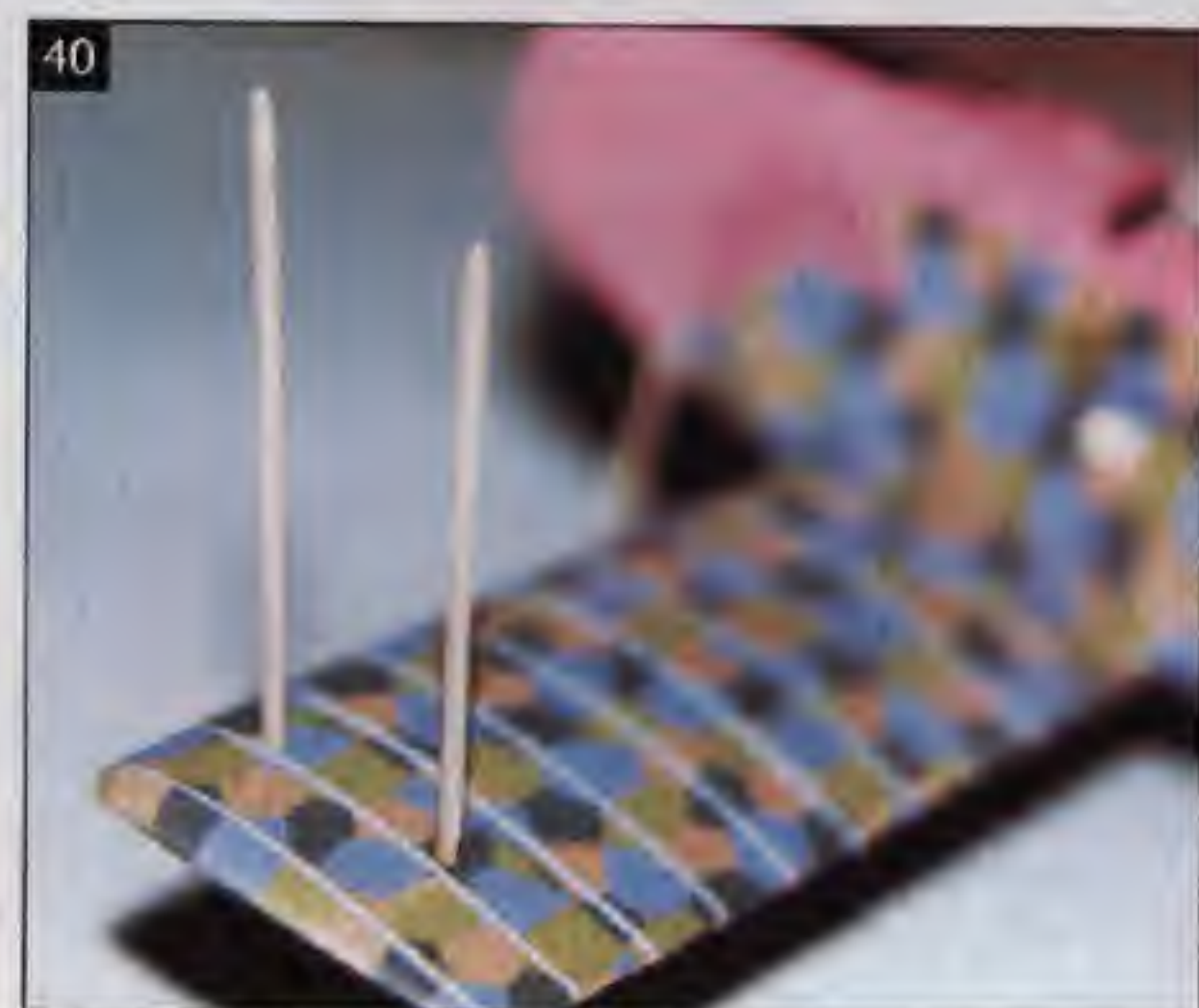
thin superglue into the joins to add a bit more strength.

The rudder was then separated from the vertical tail by use of a razor saw and scalpel and repositioned offset slightly to the right (to match the rudder bar earlier).

It was then given two coats of white and once dry, the whole vertical tail surface was secured with thin superglue and the cross decal was applied. I did notice that the small leading edge extension at the very front tip of the vertical tail was not included in the kit so this was added from plastic strip (Photo 36). Photo 37 shows the model thus far in the construction.

The next logical step was to proceed with the undercarriage and once the axle fairing had been cleaned up a little with wet 'n' dry, I sliced off the axles and replaced them with lengths of brass wire which are stronger than their resin counterparts.

I also chose drill holes in the fairing



to accommodate the undercarriage struts, as this would be much stronger too. After a coat of gloss varnish, I applied the lozenge decals to the fairing in exactly the same manner as the wings. While this was drying, I thought it would be a good time to make the undercarriage struts. These were made using brass Strutz and I used the kit's white metal struts as patterns. I rounded off both ends of each strut so that they could be inserted into holes in both the axle fairing and fuselage, thus making a strong structure (Photo 38). Once the Strutz material was cut into lengths, allowing 8 or so millimetres extra for the portions that would go into the holes, I held each one in turn in a pin vice and filed the rounded sections of each. Once this had been done I bent the upper ends so that they would locate into holes drilled horizontally into the fuselage (for the front pair of struts only as the rear ones went more or less straight into holes drilled into

the fuselage from underneath). The struts were then painted RLM 02 and test fitted with both the fairing and fuselage and once it all lined up correctly, thin superglue was applied to each join (Photo 39).

I made the outer wing struts in exactly the same manner but chose not to make the diagonal member as this would be easier to make from plastic Contrail strut material. Once painted RLM 02, these struts were glued in place using the upper wing as a guide (Photo 40).

Now making the centre section struts which run between the fuselage and upper wing was more involved as their length was crucial. If too long, the upper wing would bow upwards in the middle and/or pull the lower wings out of alignment, and if too short, they would not support the upper wing at all. I cut plastic rod into lengths as this was easier to do than make each brass strut in turn. Using the upper wing in place as a guide

combined with trial and error, I obtained the correct length of each of the two almost vertical struts on each side of the fuselage. These lengths were then transferred onto the brass Strutz again allowing a few millimetres at each end (filed round) to locate into holes drilled into the wings and fuselage.

Once painted RLM 02, and keeping the upper wing in place, the struts were secured in place with thin superglue which is non-clouding in small quantities and dries rapidly (Photo 41).

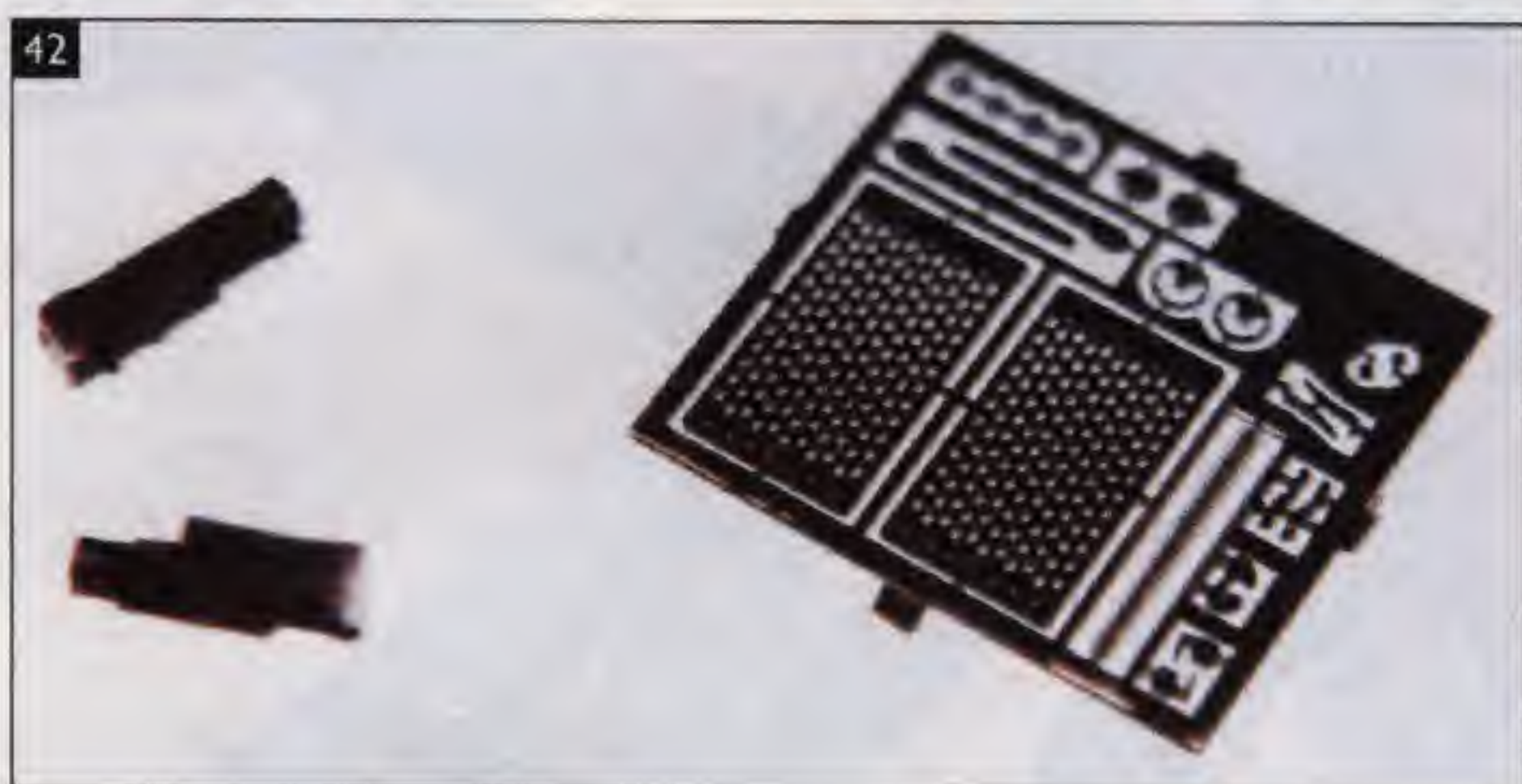
Adding the neat resin tailskid was a simple matter, and I painted this the same red-brown as the wooden areas earlier, with its metal strap painted black, before joining it to the model.

Two neat Spandau machine guns are provided and each one comprises a resin breech assembly with all other parts being included on an etched fret (Photo 42). These parts are excellent but be warned, some are tiny!

The machine guns were made up as per the kit (Copper State) instructions but with the addition of plastic rod barrels within the cooling jackets (the muzzles being provided as hollow resin parts). Although they look superb when made, they were not particularly easy to make, mainly due to the number of etched parts per gun. These completed guns were then attached in place on the fuselage ensuring that they were both level and parallel; followed by the etched ammunition belts and spent ammunition chutes, which I made from plastic strip. I also chose to add blast plates from plastic strip (Photo 43).

Using a Copper State models instrument set, I added the instrument dial (fuel contents gauge) in the fairing between the guns and then returned to the rest of the centre section struts (Photo 44).

Using brass Strutz again, these struts were easy to make as they just



needed to fit onto the existing struts but just below the top of each one. The lower ends were to go into holes drilled into the fuselage and once painted RLM 02 and with the upper wing in place just to make sure that the wing would not go out of line, the four extra struts were glued in place (Photo 45). To round off this area, I added the neat resin exhaust on the right side of the nose. After adding the tachometer dial, again from the Copper State Models set, between the machine gun breeches I secured the upper wing in place by holding the wing in place and applying thin superglue with a cocktail stick ensuring that the glue had run into the joins (Photo 46).

Finishing Off

After adding the diagonal members of the outer wing struts from Contrail plastic struts of the same size as the brass ones, I drilled holes into both tailplanes and vertical tail (I should have done this earlier really!)

using a fine drill to accommodate the bracing rigging.

Before adding this rigging though, it would be easier to add the elevator and rudder control cables, the control horns of which are not included in the kit (and the same for the aileron control horns). An accompanying note in the kit instructions states that these parts would have to be scratch built, and although this was not difficult (using plastic strip), I would have liked to have seen these parts as etched items.

Just before attaching the horns in place, I drilled out the holes in the fuselage and tailplanes to accommodate the impending control cables. Of note here is that the uppermost elevator control cables (1 each side) go through the tailplane and it was very difficult to drill through here at such an acute angle so I just did the best I could. Once the control horns were made, they were installed in place on both sides of the rudder,

and both top and bottom surface of each elevator and painted white (for the rudder) and lilac (for the elevators). The control cables themselves were made from stretched sprue, cut to length and secured with a tiny dab of superglue at each end (Photo 47). The bracing rigging was just one length of fine nylon thread that I ran from the underside of one tailplane, through the vertical tail, and down through the other side. Each end of this thread was secured with a dab of superglue thin (as it runs into the hole) and the excess length of thread trimmed off (Photo 48). I then added the bracing struts to the undersides of the tailplane from Contrail plastic struts pre-painted lilac.

The aileron control cables which run from just in front of the cockpit to the underside of the upper wing (made from stretched sprue) were then added, and I installed the bracing wires on the undercarriage again using nylon thread.

After painting the wheels dark green and the tyres a light grey, I decided to add a little more effect by the application of some 'mud' which I made by mixing Dark Earth paint with flour. This done, and after drilling out the holes on the centre of each wheel to accommodate the axles, I installed the wheels onto the axles ensuring that they were parallel, using superglue.

The propeller is very well made, being thin and accurate in shape judging by photographs, and after a coat of primer to ensure that it would be opaque, I painted it flesh followed by a coat of much thinned out red brown (the same as the cockpit). This would serve as the lighter shade of the laminated propeller while the darker shade was merely another coat of the same thinned out paint but applied by a fine brush in 'stripes' along the propeller, trying to make each stripe as straight as possible. A final touch was added by painting the



propeller boss black with a touch of Rub 'n' Buff to highlight the bolt heads (Photo 49 shows the nose area of the model).

I then added the resin radiator filler pipe, gave the radiator itself a wash of black, and installed the pilot's step and both lifting handles (I made brass replacements for these three items) on the rear fuselage.

To round the model off, I added the aileron control horns and control cables in the same manner as for the tail surfaces (Photo 50), and the very last job was a coat of satin varnish (as this was the original finish of the aircraft although this soon weathered). There we have it, another fine and colourful D.VII for the collection!

Conclusions

This was my very first Jager Miniatures model and I was very impressed. I think the best way I can describe my experience of building this model is to say that it was an

absolute joy to build and definitely looks the part once completed.

To be fair though, Copper State Models produce some parts of this kit such as the wings, so they also deserve a mention here. I have had experience of their models before, and the quality of their parts in this kit is superb as always. I added some dials from a set made by this manufacturer and recommend these too as they come in very handy indeed.

I was very impressed with the other resin parts of this model from the superb fuselage casting to some of the finest smaller resin parts I have seen to date. Also although I did not use the white metal struts provided in the kit, I can say that these looked about the 'cleanest' ones I have seen as they are not bent as is commonly seen and suffer from very little flash. I used the brass struts simply because they would be stronger.

A nice touch was the addition of the lozenge decals by a reputable decal

manufacturer to ensure a quality in keeping with the rest of the kit.

I did find it slightly disappointing that smaller items such as the control horns and to a lesser extent, Copper State Models instrument dial set was not included (available separately), but in the event this doesn't detract much from the kit.

I feel that it is a shame that only 230 of these kits were produced, as the quality is not typical of lots of other limited run kits, and I am sure there will be a large number of WWI modellers out there who will want this one. This is especially true I expect as the older 1/48th Monogram kit, although a great kit, does not have the finesse of this one, and the 1/48th Dragon one (better than its older counterpart) is not readily available.

The main downside though is the price of the model, which is currently £42.50 (for Ltn Stark's D.VII shown here), and although this is quite high, you get a lovely D.VII!

That said, Jager does produce other D.VII (early and later versions) kits at £35.50 without decals and the reason for this (directly from Jager Miniatures) is as follows. With numerous aftermarket manufacturers providing various D.VII decals, the modeller can choose which one to do without incurring the extra cost of decals which they will not use.

I can heartily recommend this kit to any modellers who have had some resin/multi-media modelling experience as the lozenge decals, and replacement of the white metal struts with brass ones (if desired), could prove tricky otherwise, I suspect.

In all, a superb and accurate kit, a joy to build, and a terrific end result... highly recommended!

I look forward to their future releases! My thanks to Jager Miniatures for the review sample.

References

Windsock Anthology, Fokker D.VII Parts 1, 2, and 3, Albatros Productions

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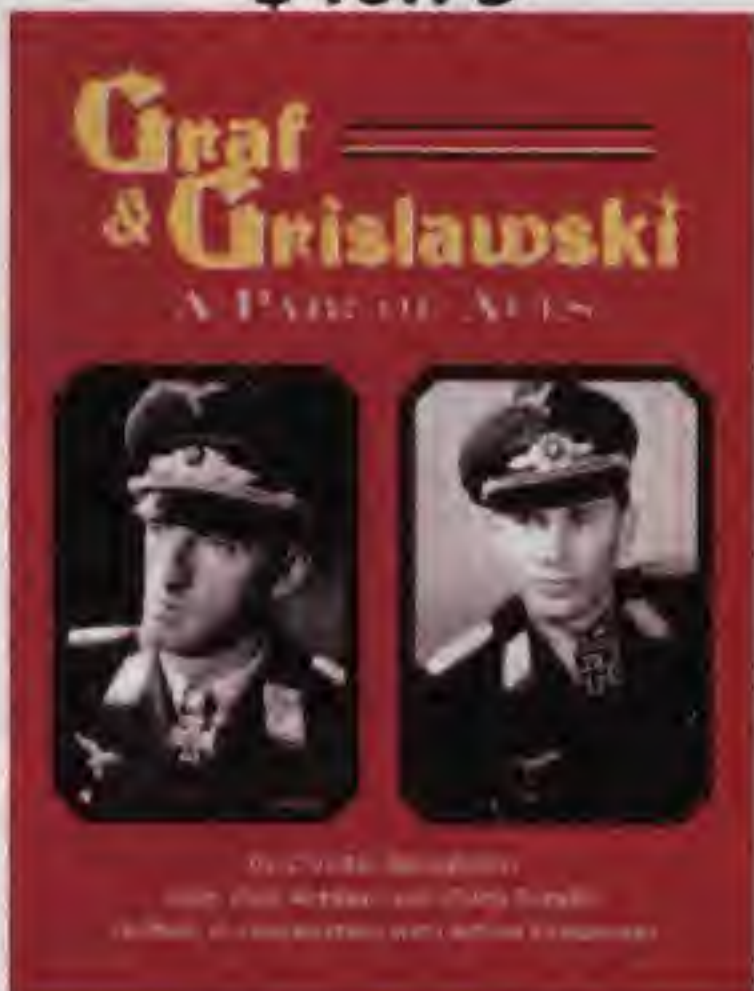
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Polish Aviation Series No. 7

Polish Squadron Spitfires

by Wojciech Butrycz



Merlin-powered Spitfires were commonly used by Polish (RAF) Squadrons during World War Two. These were the Mk I, II, V, IX and XVI that served with Nos. 302, 303, 306, 308, 315, 316, 317, 318 Squadrons and 145 Squadron in North Africa. In this article I would like to describe my modelling efforts with two of them, namely the Spitfire Mk XVIe and Mk Vb, with the hope of dealing with two more in the near future (Mk Ia

or IIa and Mk IXc). The two model projects described below represent different skill and effort levels with the aim of achieving the best results.

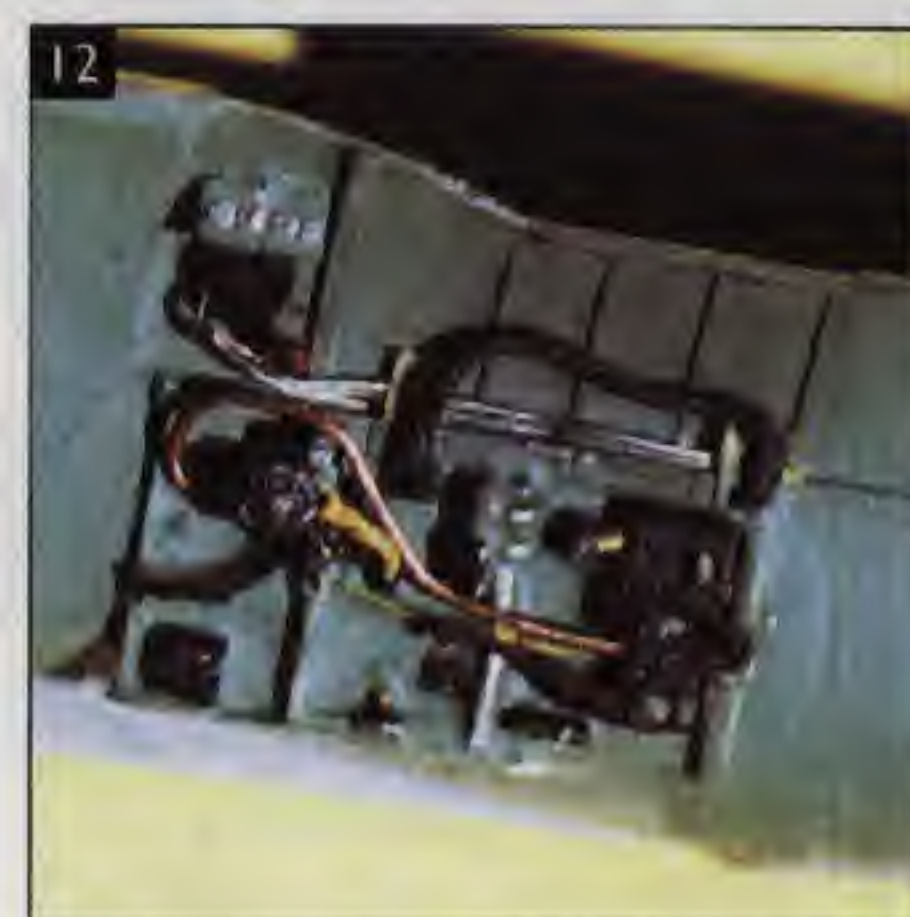
Spitfire Mk XVIe

This is, no doubt, the most challenging model project of all, since there is no good existent model of the late, cut-down fuselage and teardrop canopy, variant of Spitfire Mk XVI on the market in 1/72nd

scale. The two existing models (Heller and Matchbox) suffer from many inaccuracies, lack of detail, heavy panel lines (whether raised or 'trench like') and are far from the 21st Century standards established by Japanese and Western companies like Tamiya and Revell.

I have, therefore, decided to convert a Hasegawa Spitfire Mk VIII and use some aftermarket detail sets for the Mk IX I have been collecting

for years for my Spitfire projects. These were Hi-Tech #72011 resin set, PART #S72-029 etched set and Eduard generic set, #73-005 for etched coloured RAF WWII seat belts. Also PART #S72-145 Spitfire flaps can be used, but I did not use them since I had not found any contemporary photograph showing Mk XVIe with dropped flaps while standing on an airfield. All these sets are shown in Photo 1. Additionally, the SP Decal 1/72nd Spitfire





Mk XVIe decal sheet, shown in Photo 2, was used. These decals cover four Polish Squadron Mk XVIas and are available in both 1/72nd & 1/48th scales.

Conversion

I started by converting the Hasegawa Mk VIII wings, the most difficult part of the job. The best scale plans for the Mk XVI were found in items 1 and 2 of the references listed at the end of this article. They are in 1/48th and 1/72nd scales respectively. First, I marked all the differences, ie. what had to be removed from the Hasegawa wings and what had to be added to them on both lower (Photo 3) and upper surfaces (Photo 4). Using Green Stuff putty, unwanted

panel lines, inspection panels, shell ejecting openings etc. were filled in, some items were shaved off, while cannon bulges were added from scrap plastic and putty (Photo 5). At this stage both superbly moulded Hasegawa wings look rather nasty! Sorry Mr Hasegawa!

The wheel well openings and undercarriage covers are different to those of earlier Spits, even the Mk IXc version. This was confirmed during a visit to Kraków Aviation Museum, where one freshly renovated Spitfire Mk XVIe, now in the colours of No.308 (Polish) Sqn is preserved. One can observe this also in detail photos in Nos 1 and 2 of the listed references. The corrected undercarriage cover is shown on the

right in Photo 6. The wing areas, sanded smooth, were finished only when missing panel lines were scribed in and the end results can be seen in Photo 7 for upper surfaces and in Photo 8 for lower surfaces. Original Hasegawa Spitfire Mk VIII wings are also shown for comparison.

Next, I turned my attention to the fuselage. First, I cut off the upper sections of the fuselage spine, aft of the cockpit, so that the lowered fuselage version could be built up with scrap plastic and putty. The cutting lines start at the level of canopy sliding rails and end at the fin root, both sides of the fuselage. Next, I glued in the Hi-Tech resin floor, sidewalls and PART etched

front and rear bulkheads (Photo 9). When dry, the interior was hand painted with Lifecolor Aircraft Grey/Green (Photo 10). The instrument panel was then added from the PART set (Photo 11) and plenty of detailing from scrap plastic, copper wire etc. was added to the side walls. The starboard wall is seen in Photo 12 and the completed cockpit, bar the pilot's seat, is shown in Photo 13. Also at this stage the side walls and floor were dry brushed with grey and black pastels. The pilot's seat was modified from the kit item and glued, with the PART seat adjusting system, to the back wall. Excellent pre-painted Eduard seat belts were added and the whole sub-assembly is shown in Photo 14. This





Spitfire Mk XVIe



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was then all installed in the fuselage halves (Photo 15).

Now, the fuselage halves were glued together and a spine gap filled with scrap plastic (a previously cut-off part!) to form a base for heavy use of Green Stuff (Photo 16). This was then filled with putty and, once dry, sanded and polished smooth. Panel lines, radio hatch etc. were re-scribed according to drawings as seen in Photo 17.

The cannon barrel fairings of the Mk XVI were different to those of earlier types so the kit items were removed and new fairings were fabricated from pieces of spare missile found in my scrap box and small pieces of 0.5 mm tubes (Photo 18).

The most spectacular inaccuracy in the Hasegawa kit is the flat engine cover top. This was corrected by adding a piece of thin plastic sheet and putty, which was later sanded off and polished smoothly, according to side plans (Photo 19). The result is seen on the painted light grey model in Photo 20. Final correction and imperfection removal to the airframe was possible after the model was sprayed Medium Sea Grey overall as seen in Photos 20, 21 & 22.

Medium Sea Grey was used to spray the final coat for the undersurfaces (Photo 23) and once dry, the bottom of the model was masked off and the upper camouflage colour of Ocean Grey was applied as seen in Photo 24.

Using paper templates and Tamiya masking tape the Ocean Grey areas were masked off for the final Dark Green colour application. All the paper and tape edges were slightly lifted off to achieve the feathered colour demarcation lines (Photo 25). SP Decal decals were then applied without any problems. I decided to choose the most colourful aircraft; TD240, WX-V bearing the prominent boxer insignia, No.302 Squadron badge below the windshield, Polish insignia and the Janetka ('Little Janet') female name. The aircraft was flown by Sqn Ldr Boleslaw Kaczmarek in August 1945. The Janetka name was also seen on his earlier Spitfire Mk IXc. Scrutinising photographs of the real

thing (See No.4 of the references), I noticed that the wing undersurfaces Type C1 roundels were placed in the typical position, not at the wing tips as for machines with underwing serials (as seen on later Spits and provided by SP Decal). I, therefore, did not use them. Also upper surface roundels were of the same size as undersurface and fuselage ones. I had to find the proper size roundels in my decal bank. The finished and weathered undersurface of the model is seen in Photo 26. The cockpit tear-drop hood came from Falcon Clear-Vax set. It is not perfect in side view but I can live with that. The large rearview mirror was scratchbuilt, as was the supporting construction behind head rest

Spitfire Mk Vb



Spitfire Mk Vb



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(Photo 27 and 28). The propeller came from a Heller Mk XVI kit, since the Hasegawa item is far too small in diameter. The open cockpit door is a PART item completed with stretched sprue, shaped and painted red/silver as a crow-bar. The model was weathered with black and rusty pastels, while paint chippings were made with a silver Pentel pen. All was sprayed with clear matt varnish. Photographs 29 to 33 show the completed model.

Spitfire Mk Vb

Contrary to the Spitfire Mk XVIe project, the Mk Vb was an easy task, since it was based on the best model of the type from the Tamiya range. Again, I used aftermarket products

like Hi-Tech and PART sets for Mk Vb models, but the decals came from a Techmod set (#72016) for three Polish squadron Spitfire Mk Vbs (Photo 34). I have selected No.308 Squadron machine ZF•H, AB968 flown by Sgt Tadeusz Schiele, and in which he shot down a Bf 109E and, probably, a Bf 109F on October 24th 1941. After that event the aircraft received a prominent Big Bear emblem, painted on the port side of the nose, below the exhaust stacks. The full story can be found in Schiele's book entitled 'Spitfire'.

The cockpit interior was built similarly to the already described Mk XVIe cockpit. The instrument panel was constructed from PART items (Photo 35). Sidewalls, floor and seat

(Photo 36) were prepared separately and the floor and seat were glued to the port half of the fuselage (Photo 37). Note, that the seat adjusting handle had been glued incorrectly to the floor rather than to the seat itself! It was however, corrected before the two halves were glued together.

The undercarriage legs were improved with PART items and the kit wheel covers were also substituted with PART photo etched items (Photo 38).

The kit cockpit door was cut off from the port half of the fuselage and substituted with the PART shaped door and closing system at a later stage. The crow-bar is, again, stretched sprue, shaped and painted red/silver (Photo 39).

Once these modifications are finished, the rest of the model was assembled on a 'follow-the-instructions' basis, even if with the addition of some smaller photo-etched items here and there, like the filter mesh seen in Photo 40.

The model painted, decalced and weathered is shown in photos 41 to 46.

Wojciech Batrycz

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5. Militaria Vol.3, No. 2 (1997) (Polish magazine).



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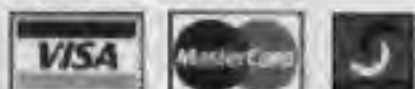
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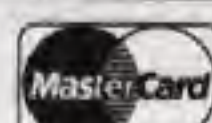
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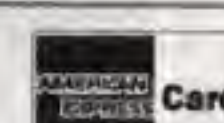
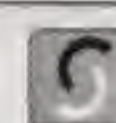
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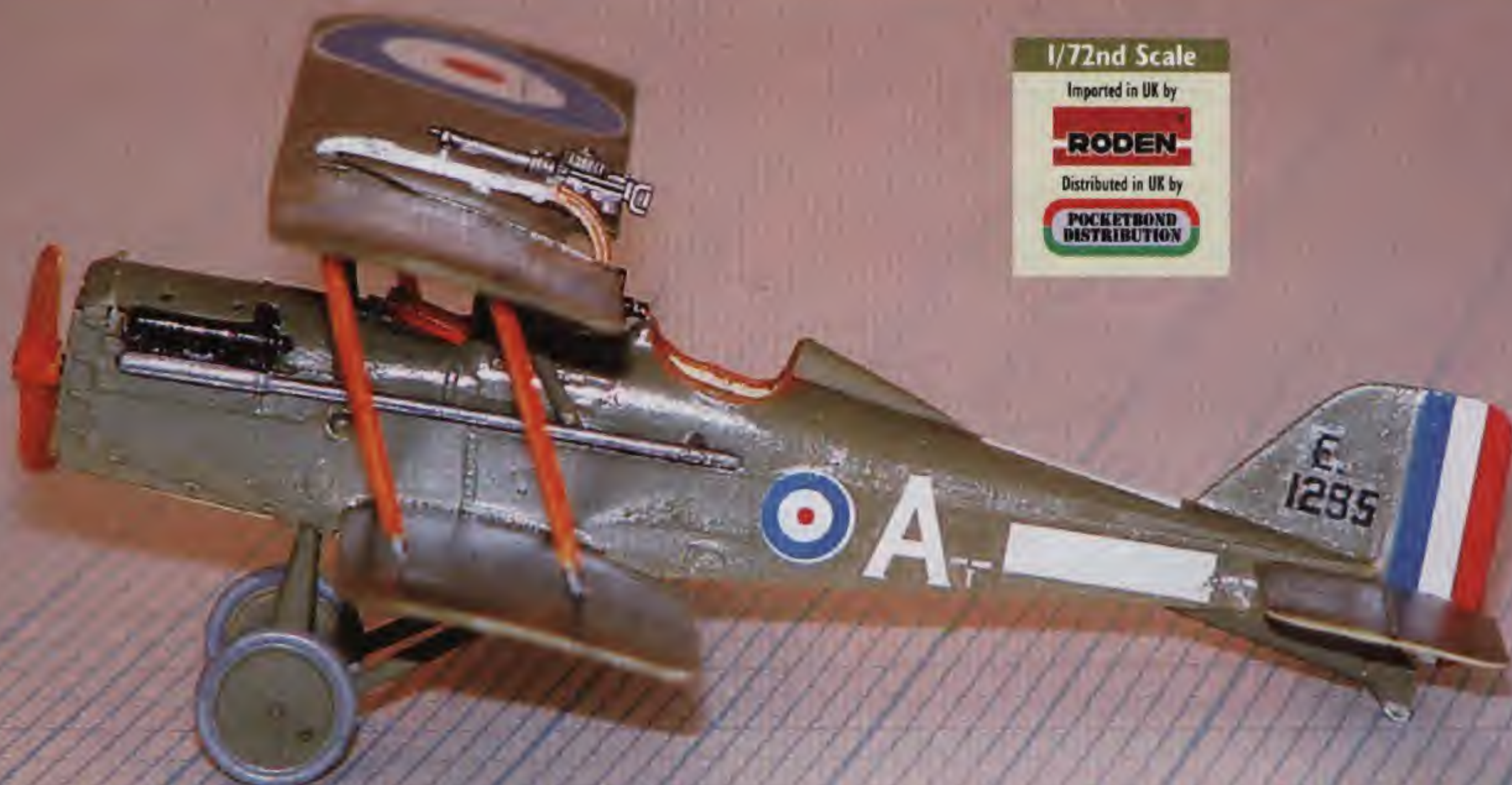
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1/72nd Scale

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Folland's First Fighter

by Simon Snape

Quintessentially British, the S.E.5 is probably the most successful and famous product of the Royal Aircraft Factory. Indeed given its origins it is something of a surprise that RFC/RAF pilots could mix it successfully with the apparently superior Fokker D.VII of 1918.

The Royal Aircraft Factory had a reputation for stable designs unsuited for scout duties. The excellent engine design evolved into a reliable power unit only with great difficulty and mounting the Lewis Gun over the top wing was not only aerodynamically poor, but meant that it was virtually impossible for the pilot to reload it in combat. Perhaps the less said about the original windshield the better... no wonder Albert Ball's initial reaction to the type was rather negative!

Perhaps WWI ended just in time for the S.E.5a, but it remains a testament to the skill of its designer Folland (will we ever know the extent of any real contribution made by Goodden?)

Considering that the S.E.5a must count as one of the 'All time greats' a surprisingly small number of kits have been issued over the last fifty years in any scale. Even in their heydays Frog and Airfix failed to



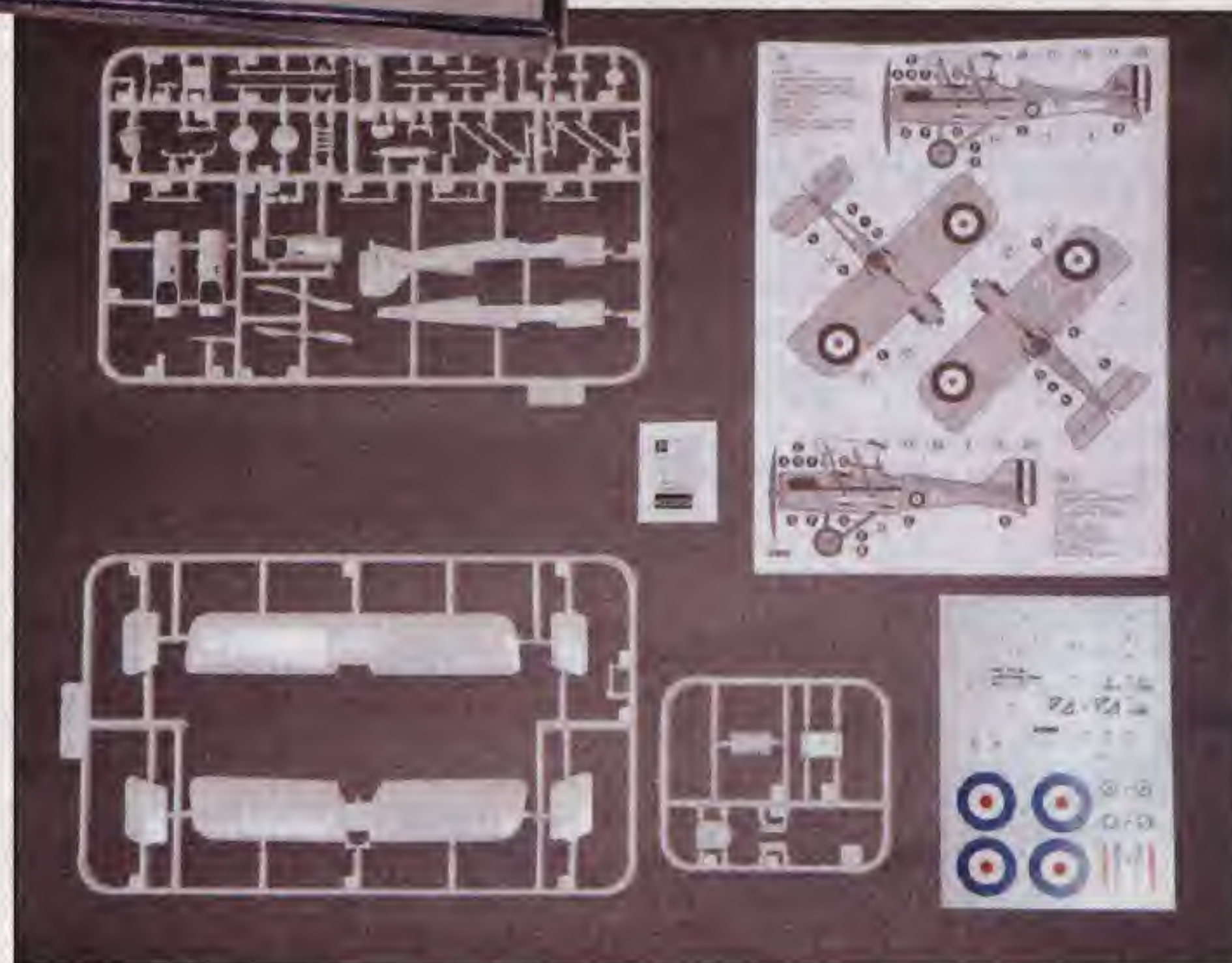
include the type in their catalogues. The Revel 1/72nd kit was fair for its time and may still be found, while the mighty 1/8th Hasegawa was always a rarity. Now Roden have taken up the challenge.

The Kit

Roden try to make every shot count. The side-opening box not only contains the goods, but it carries out several other useful functions. Dramatic artwork together with historical notes on the front entice the prospective buyer to close the deal. The same artwork and coloured scale views on the back of the box give valuable painting decalling and rigging information supplementing the instruction pages.

Inside three sprues of light grey plastic, one, easily lost, postage stamp-sized acetate sheet with four optional windscreen shapes, decals and instructions conform to established high expectations of Roden production quality.

Conforming to current practice from this manufacturer there are two propellers, two types of undercarriage, two sets of tailplanes and three cockpit fuselage decks facilitating different versions for the



Parts layout



Berna Clamp used to secure fuselage halves after application of liquid cement



Making the rear cockpit bulkhead using the seat back after it has been cut from the seat as a template and drilling the decking to accept the Vickers gun



Lower wing and fuselage joined part 34A, which form the rear engine bay bulkhead is seen in place, unpainted, covering the D shaped cut out ahead of the centre section of the lower wing. Not apparent is the application of the instrument panel decal or fitting the spare Lewis gun magazine. (Incidentally this should be in an open ended ply box at the top of the instrument panel not 'plugged' into it as supplied in the kit)



Fuselage with seat fitted. A red leather seat cushion should now be fitted using Milliput. The lower wing is shown with the rudder pedals in position and part 34A to the left above it. Cockpit dash, Vickers breech and backrest are installed in the cockpit faring. The Vickers gun barrel, spare Lewis drum, which fits to the dash, cylinder heads exhaust & tailplane omitted



Engine cowl fitted top and bottom (with the louvers to the rear)

S.E.5. There is little flash, the sprue gates are a little thick, but the detail is good. Struts are at scale thickness.

Instructions

More aircraft data, sprue identification diagrams, ten-stage exploded view construction sequence and finishing diagrams are all contained in the usual packed eight pages. Improvements could be made here – I can't believe anybody with experience builds the undercarriage (stage 5) two stages before assembling the fuselage; the fire wall (?) part 34A is hard to identify at stage 7; the data doesn't show which way round the bottom of the engine cowling, part 1D, fits (louvers to the rear) until later in the construction sequence and no incidence angles are given. The moral is to study all of the construction stages before starting the kit!

Given these minor gripes the instructions are more than good enough to complete a reasonable model. Most modellers will want to supplement the data supplied by Roden with other references. Indeed Roden responsibly acknowledge Albatros Publications assistance in the production of the kit and their monograph(s) on the S.E.5a would

be an invaluable aid to construction.

Those with computers may also wish to log onto memorial.flight.free.fr/SE5Auk.html where there is a super series of recent S.E.5a restoration photos.

Construction

The fuselage is a handful, because there is no inherent rigidity forward of the cockpit and a careful paced approach is required to its painting and assembly. A reasonable seat is provided, but it does not replicate the square leather cushion on a bench abutting a solid rear bulkhead with a square leather backrest (matching the seat squab) I believe to be original. The lower wing fuselage joint requires the wing centre section to be carefully trimmed with a needle file to fit.

All the copies of this kit in my possession have slightly curled horizontal stabilisers, but they are easily straightened by bending gently and progressively back into shape.

The interplane struts perch precariously on the ledges created where the top cowling joins the fuselage and butt imprecisely to the upper centre section, which carries tiny socket holes to receive non-existent pegs at the top of the same struts. I chose to fit the exhaust pipes

before attaching the cabane struts on the first machine, but it is simpler to add these after the top wing has been attached. NB it's a good idea to check fit the exhaust to cylinder head fit at an early stage, all mine needed the cylinder head sockets drilling to accept the slightly over-size lugs on the exhausts.

The undercarriage to airframe placement is also imprecise, but taken one step at a time these little challenges don't amount to a hill of beans. There is an awful lot of upside not least of which, is the chunky acetate wind shield. Another innovation worth copying on new kits and reissues

I was so keen to finish the first of the four kits I have amassed that I didn't pay sufficient attention to the instruction booklet and so paid the price, but then again the S.E.5a has always been my most favourite aeroplane so being forced to try again to get it right isn't a problem!

This isn't an exhaustive guide. I've left out the things that seemed obvious to me, so dear reader given your more mature approach and (hopefully) inspired by this piece you will have no difficulty at all!

Colour Options

Whilst the paint scheme is limited to

PC10 upper surfaces and crème/bleached linen under surfaces there are considerable detail differences between individual aircraft. Many fuselages were PC10 overall, whilst others were crème underneath and the degree of wrap-over, if any, of the PC10 round the leading edge also varied significantly.

Other detailed differences relate to the finish of the various struts which could be varnished wood or PC10 painted. I chose to finish the kit featured here as Mick Mannock's and probably should have painted the fuselage PC10 overall.

Accuracy

Eugene K Khavilo produced the master model with technical aid from Taras Shtyk and Alex Krivchic. They deserve great credit for producing a model it would be hard

RAF S.E.5a (Wolseley Viper)

Scale:	1/72nd
Kit No:	045
Price:	£7.49
Panel Lines:	Recessed ✓
Status:	New Tooling ✓
Type:	Injection Moulded Plastic
Components:	Plastic 45 (Grey), Clear (Acetate) 4
Decal Options:	5 (Inc Mannock & Bishop)
Manufacturer:	Roden
UK Importer:	Pocketbond Ltd



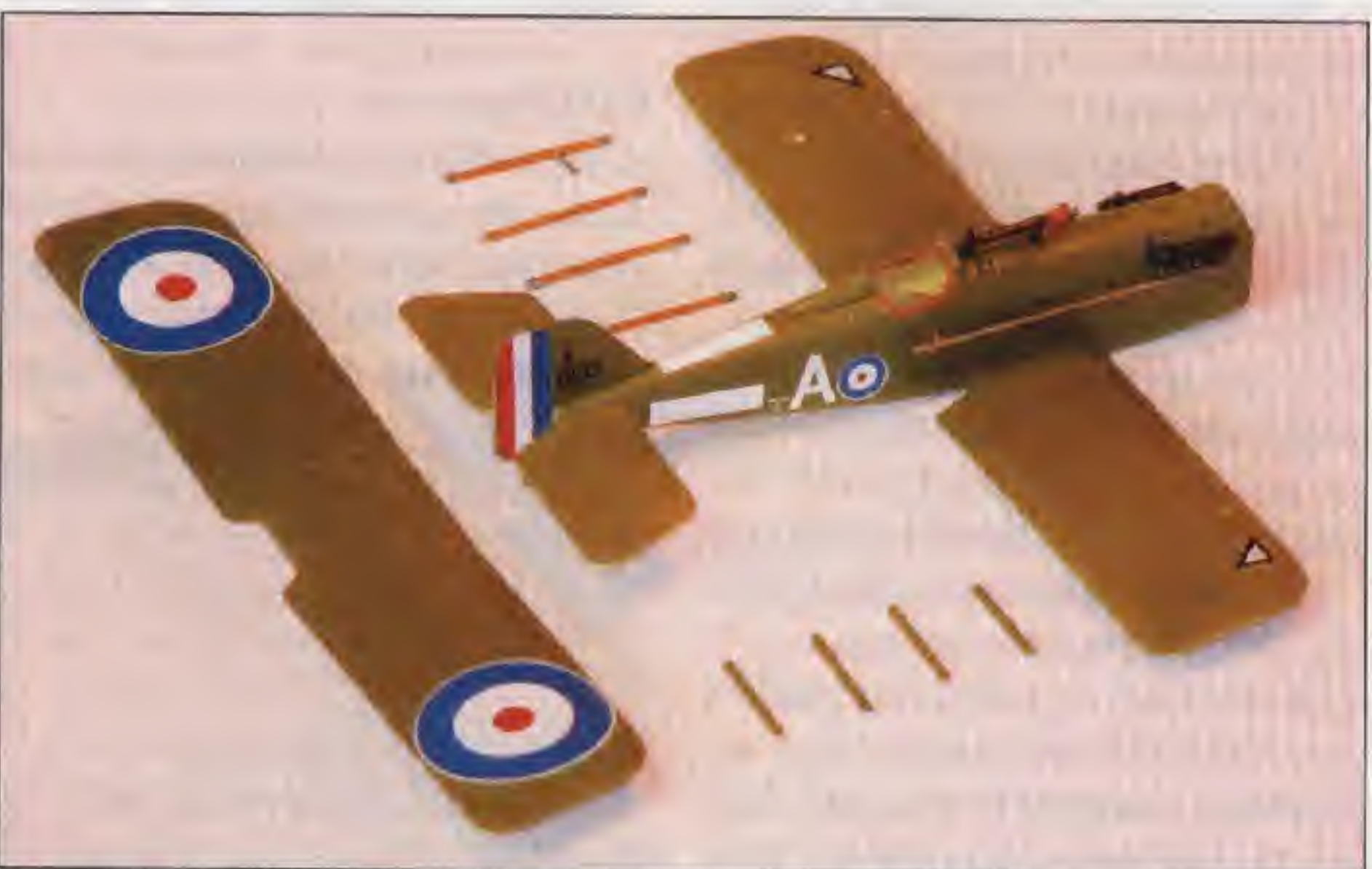
Radiator added: fuselage complete



Polly Scale FS 505029, Doped Linen was hand brushed on for the under-surfaces. The flying surfaces used a Fisc film template under the flying surfaces to achieve the wrap round finish when Polly Scale FS. 505032 Brown Drab PC10 was sprayed on to complete the finish



Ready for rigging upper mainplane - all the strut sockets were enlarged and deepened very slightly with a fine drill bit in preparation. Careful! The struts are numbered individually. Other than the one with the pitot they look identical, but it pays to play safe and put them where Roden's plans say they were intended!



Alignment jig made by finding the stagger angle from the plan, which gave the incidence in respect of the lower fuselage and wing ground line in the jig i.e. about 70° from the horizontal. (The stagger measured through the wing chord is about 24°)



Underneath and side views



The masks being removed. Next the model was hand brushed again with a coat of Johnsons Klear and allowed to dry before the decals were applied. Another coat of Klear was applied over the dried decals to seal them in



Painted and decalled: fuselage and lower wing. The white triangular decals represent clear view panels (also fitted to the underside of the top wing and the top of the horizontal stabilisers, but only 4 of these decals are supplied)



The front cabane struts were glued in place ledged on the fuselage mounting slots and roughly aligned. The wing struts were similarly glued to the upper wing sockets



When the glue began to go off the two assemblies were dry fitted to the alignment jig and wedged in place with anything handy. The jig was made from a scrap of MDF with the triangular plastic guides and rectangular back brace cut from stock plastic card



to fault on the grounds of accuracy.

(I do wonder if I have misaligned the Vickers gun... photos of a restored example show a significant upward angle towards the muzzle, however the natural fit on the review model looks over the top?)

Decals

Probably the weakest part of the kit! They look thin, but don't conform well even after the application of MicroSol softener. They are a touch brittle, slightly out of register, silvered slightly, only two sets of clear view inspection panels are provided instead of the three required and the cockade on the rudder is slightly too narrow.

In the event this is no great problem, but Roden may well decide that offering fewer decal options of a better quality may pay off in sophisticated western markets.

Having said this the decals for four aircraft piloted by Major Mick Mannock, No.74 Squadron, Billie Bishop No.56 Squadron, Capt Beauchamp-Proctor, No.84 Squadron and Capt Claxton of No.41 Squadron provide variety and give a strong inkling of the importance of

the S.E.5a to the RFC and RAF in 1917/18. These four aces were credited with 338 victories, many whilst flying the S.E.5a. Decal Rating = 7/10.

Conclusion

Highly recommended to modellers with some biplane experience. This is a classic, which will stand out on its own even when built straight from the box. (Though I have no doubt that the aftermarket will produce some mouth-watering additions shortly).

Roden's offering captures the spirit and the letter of the Royal Aircraft Factory's finest offering. Given the complexity of the fuselage one wonders if it would not have been simpler and cheaper to have produced separate fuselages for the Hispano and Wolseley variants, but then again perhaps I don't understand the technical problems faced by Roden's experts!

As aforesaid there have been far too few models of the S.E.5a in 1/72nd scale, but with this kit we have a newcomer, which will set the standard for a long time to come.

Hats off (again) and thanks to Roden for the review sample.



book of the month

German Aircraft Cockpits 1911-1970

by Peter W. Cohausz

Price: £55.00 (\$69.95)

ISBN: 0-7643-1873-X

Publisher: Schiffer Publishing Ltd

Format: 290mm x 220mm, 304 page, hardback with separate dust jacket

This title is actually a translated version of a book that was originally produced in Germany. I have the original title and I can assure you that it was well worth having even with German language text, so in English it is certainly worth having and a worthy winner of this month's 'Book of the Month' title.

Basically what you have is full coverage, both photographic and technical, of every German aircraft type's cockpit from 1911 to 1970. This coverage is broken down into time periods, so you have WWI, the 1920s, the 1930s and WWII, followed by specific coverage like 'developments after 1945' and 'gliders'. Within each section the coverage is further broken down alphabetically, so that you start with AEG through to Rumpler, or Arado through to Messerschmitt. This is then further separated to cover each variant per

manufacturer. The coverage is pretty extensive, but not comprehensive, so you get odd things like the Bv 155 and Go 299, but not the Bv 138, Bv 141 or Ju 188. This is, I think, because the former two 'oddities' still exist (stored in NASM's facility in the USA), while there are none of the others left in the world. This is a small point, but annoying none the less, as the Ju 188 especially is a significant type. The book also contains detailed chapters that look at specifics like instrument operation and sub-sections on instrument types (e.g. engine instruments, flight instruments etc), which is all very useful information for the modeller.

All in all a superb book. It is not cheap, but Schiffer do produce very high quality products and this one is no exception. I got my German language version in a bargain sale for £10, but I don't ever see this English version being on offer, so you will have to bite the bullet and buy this one. It is certainly well worth having as it is packed full of the detailed interior stuff all modellers love.

Our thanks to Schiffer and Bushwood Books for the review sample. All European and UK

German Aircraft Cockpits 1911-1970



Peter W. Cohausz

A SCHIFFER MILITARY HISTORY BOOK

orders are dealt with by Bushwood Books, while all remaining orders can be sent directly to the publisher.

bookshelf

Written by D.Francis
Compiled and edited by R.A.Franks

Hurricane Squadrons

by Philip Birtles

Price: £17.95

ISBN: 0-9538061-5-4

Publisher: Red Kite

Format: 210mm x 297mm, 96 page, laminated card cover

This is actually the first part of the coverage of this subject, as you would expect with a subject this large, and it covers North West Europe and Malta-based squadrons using the Hurricane. It basically takes the form of a photographic album and narrative is limited to the introduction and large photograph captions for the mass of images that make up 99% of this title. There are additional narrative sections added which include coverage of the type's use in the Battle of France and the

Battle of Britain. Each squadron is dealt with by way of a selection of clear period black and white photographs, those large captions and a small sidebar that includes data on the squadron such as code letters, operational bases etc. There

are also small (two page) sections giving a one-point reference list of codes per squadron and a concise list of Hurricane production batches.

This is another excellent title in this series from Red Kite and one that will be of great use to modellers, and a

superb single-point reference for aviation enthusiasts.

Our thanks to Red Kite for the review sample. All Red Kite titles are distributed by Midland Publishing.



Hampden Squadrons

by Mark Postlethwaite

Price: £17.95

ISBN: 0-9538061-6-2

Publisher: Red Kite

Format: 210mm x 297mm, 100 page, laminated card cover

This title is in the same format as the one on the Hurricane reviewed elsewhere. Once again the narrative is limited to the introduction, photograph captions and side-bars of each squadron listing. The bulk of this title is a massive selection of clear period black and white photographs. This title also includes a section at the front which deals with the Hampden 'in detail' insofar as it has big clear period photographs

inside the type which are extremely useful to the modeller. There are also twelve colour side profiles of airframes towards the back of the title. The Hampden may be an esoteric subject for some, but for UK and Canadian modellers it has always been

a popular subject, so this title can be highly recommended. It will prove a very useful photographic reference source to both modellers and aviation enthusiasts and it is nice to see the Hampden getting detail coverage of this type at last.

Our thanks to Red Kite for the review samples. All Red Kite titles are distributed by Midland Publishing.



Dornier Do 335 - An Illustrated History

by Karl-Heinz Regnat

Price: £39.95 (\$49.95)

ISBN: 0-7643-1872-1

Publisher: Schiffer Publishing Ltd

Format: 290mm x 220mm, 208 page, hardback with separate dust jacket

This is one of the latest titles from Schiffer that deals with a specific aircraft type, in this case the Dornier Do 335 Pfeil. The text is extensive and has been split down into chapters that deal with specific areas in the types design, development and production. Every aspect of the types design and development is covered and extensively illustrated with photographs and diagrams. The narrative starts with a look at Dornier as a company and also looks at push-pull aircraft designs such as the Fokker D.XXIII. The second chapter looks at the background to the Do 335 with the Dornier P.59 project and the little Göppingen Gö 9. Next comes the High-speed Bomber Competition with those designs that were running against the Dornier P.231 (the

development of the P.59) in it. Chapter four looks at the propeller versus the jet with an analysis of the Do 335 in comparison with the Me 262 and Ar 234.

Chapter five looks at the first flight of the first prototype, chapter six with further testing with the V2 to V6 prototypes, and chapter seven the pre-production A-0 series. Chapter eight deals with the production series, the A-1, with each airframes history charted. Chapter nine is a technical look at the Do 335A and this is a huge chapter with loads of narrative coupled with technical diagrams from the flight manual and period and modern photographs in and around the airframe. This chapter even includes a little bit on the camouflage and markings applied to the type. Chapter ten looks at the development



of the type with the planned B-series and other planned versions, which is followed by a look at production with an analysis of actual in comparison

with planned production figures for the type. Chapter 12 looks at those Do 335s tested by the Allied forces after WWII and chapter 13 takes a detailed look at the preservation and restoration of the world's only surviving example of the type. The final two chapters

take a look at 'exotic' versions of the Do 335, as well as the intended fitment of various jet engines in the type, none of which were ever actually built.

This is an ideal title for the modeller, as it is packed with the sort of information that we love.

Our thanks to Schiffer and Bushwood Books for the review sample.

books in brief

Burma Air Operations Record, Jan 1942-Aug 1945

Price: £TBA (\$12.50)

ISBN: N/A

Publisher: Historica

Aviation Publications

Format: 280mm x

215mm, 86 page,

card cover, slipcase

bound



The German Air Force versus Russia, 1942

Price: £TBA (\$50.00)

ISBN: N/A

Publisher: Historica

Aviation Publications

Format: 280mm x

215mm, 348 page,

card cover, slipcase

bound



Ninth Air Force - April to November 1944

Price: £TBA

ISBN: N/A

Publisher: Historica

Aviation Publications

Format: 280mm x

215mm, 232 page,

card cover, slipcase

bound



I will deal with all three of these titles in one go, as they are all reprints of USAF historical reports. The publisher is offering a range (thirteen so far) of titles that are reprinted from official reports and studies undertaken in the USA during and after WWII. They are not facsimile reproductions, they seem to be all retyped, which makes them a lot easier to read and therefore of much more use. The only items that have been 'copied' are the various diagrams included in the reports, and these are not too bad considering what the quality of the originals would have been like. I believe that there are a few aerial shots in some of the other reports, and these have been 'copied', but they too seem to be well done.

This range is certainly one for the military historian, and although not really aimed at the modeller, they offer the sort of background information that can help you understand a specific event or area of operations during WWII.

Our thanks to Historica Aviation Publications for the review samples. Anyone interested in this range should contact the publisher directly as we are not aware of a UK stockist.

Albatros D.I/II

by P.M. Grosz

Price: £10.50

ISBN: 1-902207-55-6

Publisher: Albatros Productions

Format: 297mm x 210mm, 40 page, laminated card cover

The is the latest addition to the Windsock Datafile series and it marks a milestone, as it is the 100th title in this series. This is an all--new title on the Albatros D.I/II series, not a reissue. As with all titles in this series the narrative deals with the technical and service history

of the chosen subject, including scale plans and detailed photographic coverage. The narrative text supports this and is extremely informative and well written. As always the title is rounded off with a look at the

camouflage and markings applied and this is coupled with a mass of photographs. This latter section is a lot bigger than we usually see with this series, but that probably reflects the fact that this is a type that served in considerable numbers during WWI.



This is an excellent title that is well written and illustrated. If the subject aircraft is of interest to you then I am sure you will find this title of considerable use.

Our thanks to Albatros Productions for the review sample. UK modellers can obtain this title directly from the publisher, or via a number of specialist outlets.

Don't forget that the latest edition of Windsock International (Vol. 19 No.4) is also now available from Albatros Productions. It retails for £6.40 in the UK, so for more details contact Albatros directly.



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Wolfgang Falck - The Happy Falcon

Price: £TBA (\$45.00)

ISBN: 0-9721-060-1-4

Publisher: Eagle Editions

Format: 290mm x 220mm, 200 page, hardback with separate dust jacket

This is an autobiographical account of the life of Wolfgang Falck, the father of Germany's night fighter force. It is based on Wolfgang's own (translated) tape recorded recollections and various conversations and interviews between himself and Judy and Jerry Crandall. The narrative has been broken down into chapters that chart different stages in his life. This starts with his childhood, then moves to his early years as a flyer. Service in Jagdgeschwader Richthofen is covered next followed by his move to the Zerstörer role with the Bf 110. It is in this chapter that the story behind the Marienkäfer badge carried by the newly-formed unit is related. Chapter six deals with the start of WWII and operations in Poland. Chapter seven

deals with his unit's move to Jever and operations over the Heligoland. Chapter eight and nine charts Falck's promotion to Kommandeur of I. Gruppe ZG1 and operations in support of the campaigns in Denmark and Norway. By chapter ten the coverage moves to deal with his appointment as Kommodore of Geshwader NJG 1, while chapter eleven looks at their role as night fighters in protection of the Ruhr. From now on each chapter deals with a year of the war, from 1941, through 1942, 1943 and the Balkans campaign, and then the final war years of 1944 and 1945. In each of these Falck charts the highs and lows of his operational career as well as that of the steady decline of the Luftwaffe. At this stage in the title there is a colour section that includes

a number of side profiles of the aircraft that Falck flew. The coverage then returns to narrative and charts his postwar life, including his career with North American and McDonnell-Douglas aircraft companies.

This is an interesting title that shows the war from the perspective of a Luftwaffe pilot. It is ideal for all Luftwaffe modellers as the photographs and colour profiles are of great use, but it is probably most appealing to those of you who are just interested in Luftwaffe operations in WWII, as this is a very personal view of what it was actually like to take part in such a conflict.

Our thanks to Eagle Editions for the review sample.



books in brief

Wings of the Black Cross - No.1

by Jerry Crandall

Price: £TBA (\$15.95)

ISBN: 0-9721-060-3-0

Publisher: Eagle Editions

Format: 280mm x

215mm, 36 page,

laminated card cover

This is the first volume

of a new series of

quarterly books from

Eagle Editions that deal

with Luftwaffe aircraft.

It is basically a

photographic album and combines a mass of period

photographs with colour side profiles by Tom Tullis.

Most of these photographs are unpublished,

although I have seen a few of the images in this first

volume before. The photographs mainly take the

form of those taken by Allied servicemen at the end

of WWII, so there are lots of photos of abandoned

and wrecked German aircraft types.

This is a great title for anyone interested in

Luftwaffe aircraft and especially camouflage and

markings.

Our thanks to Eagle Editions for the review

sample.



Mosquito Pathfinder

by Albert & Ian Smith

Price: £7.99

ISBN: 0-947554-95-5

Publisher: Crécy

Publishing

Format: 215mm x

140mm, 280 page,

laminated card cover

This is the story of

sixteen year old

Salford-born Albert

Smith, who joined

the RAF and after his

initial training saw

service as a navigator on Wellingtons over

Germany and North Africa. After 30+ missions in

the Wellington he spent a short time at an OTU

before joining PFF as a navigator in a Mosquito of

No.109 Squadron. Here he undertook 52

operational missions marking targets and getting to

grips with the new technology of war (e.g. Obote).

This is a fascinating and very personal account of a

young man at war. It is both funny and sad, light-

hearted and terrifying, just like war. If you are

interested in Bomber Command operations in

WWII pick up a copy of this title, as it is a very

good read.

Our thanks to Crécy Publishing for the review

sample.



Strike Hard, Strike Sure

by Ralph Baker

Price: £6.99 (\$9.99)

ISBN: 0-85052-963-8

Publisher: Pen &

Sword Books Ltd

Format: 200mm x

130mm, 208 page,

laminated card cover

This is a reprint of the

version that was

originally published by

Chatto & Windus Ltd

back in 1963. It has

been reprinted in its

original form here,

but the author has added a detail postscript at the

back of it adding new information and perspectives

on each chapter. This is a book that offers personal

accounts of the men who flew in the bomber

offensive for Bomber Command during WWII.

Each chapter deals with a specific event from the

low-level raids over Augsburg, to the heroic attack

by Battles of No.12 Squadron on the Maastricht

bridges, the in-flight extinguishing of an engine fire

on a Lancaster by one of the crew who climbed

out onto the wing, or the amazing Bill Reid VC

who was awarded the medal for pressing home

the attack and getting his aircraft home even

though he had been injured in attacks by a Bf 110

and Fw 190 on the way to the target! These are all

stories of ordinary men doing extraordinarily brave

things in war, not one of which would say he was a

hero though, the sign of a true one!

This is another title ideal for any of you who are

interested in Bomber Command operations in

WWII.

Our thanks to Pen & Sword Books Ltd for the

review sample.



Albatros D.III

P.M. Grosz

Price: £21.00

ISBN: 1-902207-62-9

Publisher: Albatros Productions

Format: 297mm x 210mm, 56 page, laminated card cover

This is not a standard Windsock Datafile but a 'special' offered in an expanded format of 56 pages. The type is probably one of the most widely used by the German forces in WWII and this title is all-new. The text deals with both the technical and operational history of the D.III, and charts in detail the lower wing failures that affected the type throughout its

life. As always each chapter includes a wealth of photographic coverage and there are 1/72nd and 1/48th scale plans and a number of colour profiles. The narrative text is informative and well written and it deals with specific areas of the airframe, its various production batches and manufacturers, its operational use and its camouflage and markings. The latter subject is a minefield, but it has been concisely covered in this title and has even been broken down to deal with each manufacturer's application



of camouflage and markings on the type.

This is an excellent title that is full of the sort of information we modellers like. Being a very specialised subject the cover price is high in comparison with other aircraft books, but if you like the subject you can

rest assured of the quality.

Our thanks to Albatross Productions for the review sample. UK modellers can obtain this title directly from the publisher, or via a number of specialist outlets.

MiG-23MF Flogger B & Yakovlev Yak-18 Max

by M. Waiselewski

Price: £TBA

ISBN: 83-919061-0-8

Publisher: RossaGraph

Format: 155mm x 215mm, 48 page, laminated card cover

I will deal with these two titles together, as they are identical in style, albeit different in subject. Basically each title is a 'walk around' set of photographs of the subject aircraft. These are all captioned, but unfortunately only in Polish. The photographs are all in



colour and cover the exterior of the airframe, along with detailed coverage of the interior. The MiG-23 title includes details of the weapons carried and has detail shots of the ejection seat removed from the airframe coupled with some colour profiles and diagrams from the manufacturer's manual, while the Yak-18 title has some excellent shots of the engine with the cowls removed.

All in all these are great little books. The restrictive nature of the Polish text is something to consider, but for

by P. Sembrat

Price: £TBA

ISBN: 83-919061-4-0

Publisher: RossaGraph

Format: 155mm x 215mm, 32 page, laminated card cover



the modeller, the photographs say it all. You could certainly superdetail your Trumpeter Yak-18 with the help of the information in this book!

Our thanks to RossaGraph for the review samples. We are not aware of a UK stockist to date, so all enquiries should be direct to RossaGraph (Email) redakcja@rossagraph.neostrada.pl.

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Focke-Wulf Fw 187 – An Illustrated History

by D. Hermann & P. Petrick

Price: £37.50 (\$45.00)

ISBN: 0-7643-1871-3

Publisher: Schiffer Publishing Ltd

Format: 290mm x 220mm, 208 page, hardback with separate dust jacket

This title is in a similar vein to the Do 335 title reviewed elsewhere, however the subject type is even less well known and only saw very limited service. The title combines both narrative text with a wealth of period photographs and diagrams to chart the design and development of the Fw 187 as well as its limited service use. This narrative has been broken down into many chapters, most of which are just a few pages long. This does

not make for very easy reading, but the subject type went through a lot of changes in its intended role during its life and so the authors have tried to deal with this in the text. As well as charting the development and testing of the type, as per any usual design, the book also contains sections that include such things as test pilot comments (e.g. Hans Sanders,

Focke-Wulf's Chief Test Pilot) and comparisons of the design with

such aircraft as the Westland Whirlwind, Bf 110, Mosquito and P-38. All the V, A and B-series airframes are covered, as well as the types used in the industry defence role and those used by the Vaerløse aerial gunnery school. There is a large section that looks

at technical aspects of the type and

this is crammed full of period black and white photographs and diagrams. The appendices at the end of this title list the history of each prototype and pre-production airframe.

This is an excellent title on a type that has not seen much coverage outside of Germany before (I have a title on the type from a German publisher and one English language booklet was produced on the type), so this new title will be welcomed by Luftwaffe modellers as kits exist in both 1/72nd and 1/48th scales.

Our thanks to Schiffer and Bushwood Books for the review sample.



'Operation Telic'

by A. Evans & J. Freeman

Price: £12.99

ISBN: 0-904643-04-3

Publisher: The Aviation Workshop Publications Ltd

Format: 297mm x 210mm, 48 page, laminated card cover

This is the third title in a new series from The Aviation Workshop Publications. This title is a little different from their previous ones, as it is not just a selection of colour profiles. There is a considerable amount of narrative text and photographic material as well. If you are old readers of Scale Aircraft

Modelling the style of the contents will be instantly recognisable to you, as the page layout and design is almost identical to that magazine. The coverage has been split to deal with each aircraft type used by the RAF during Operation Telic, starting with the Tornado GR.4/GR.4A, then F.3,

Harrier GR.7, Jaguar GR.3 and finally, Canberra PR.9 & Nimrod MR.2P. There are lots of colour side profiles for every type and each image is accompanied with an extensive caption listing both the historical data relating to the specific

aircraft as well as the camouflage and marking information. The final pages include a colour chart with 'colour chips'. The publisher does not claim these to be 'accurate', and we all know that unless a huge amount of expense is invested in the printing process, there is no way they can be, but they do

serve as a useful reference.

There is not much more to know about this subject, as this title covers it all. It is ideal for the modeller.

Our thanks to The Aviation Workshop Publications Ltd for the review samples.



PZL P.11c

by B. Belcarz & T.J. Kopanski

Price: £9.99

ISBN: 83-917178-5-2

Publisher: Mushroom Model Publications

Format: 165mm x 235mm, 128 page, laminated card cover

This is the latest 'special' from Mushroom Monthly in their 'yellow series'. It is in the same format as the previous one on the P-39 Airacobra that we reviewed in the July edition (Vol 9 Iss 7). All the text etc is in English and the title combines this with a large number of period black and white photographs, colour photographs of the preserved example in Poland and scale plans and diagrams. The main text has been split into sections that deal with specific squadrons that operated the type. The vast majority of this title is taken up with detailed photographs in and around the preserved example in Poland. These are

sub-divided to cover specific areas of the aircraft, e.g. engine, cockpit, wings etc. These images have been mixed with a few diagrams and sketches covering certain aspects of the airframe that have been taken from the type's flight manual. There

are no less than thirty-two pages of colour profiles towards the back of this title, so with two images per page that is quite a lot of profiles!

Overall this is a very useful reference, full of interesting photographs, and it can be highly recommended to all fans of the type.

Our thanks to Mushroom Model Publications for the review sample. UK/European modellers can obtain this title from the publisher while North American modellers can get copies from MMD and Australian modellers can purchase a copy from Platypus Publications.



French Bombers of World War II In Action

by Alain Pelletier

Price: £8.95

ISBN: 0-89747-458-9

Publisher: Squadron/Signal Publications

Format: 280mm x 210mm, 50 page, laminated card cover

This is the latest addition to the In Action series and is offered in the standard style and format as other titles within that series. The text actually deals with eight types; the Amiot 143M, Bloch 210 BN5,



Farman F.220 BN5, Bloch 131 RB4, Lioré et Olivier LeO 451 B4, Breguet

690 AB2 series, Bloch 175 B3 and Amiot 350 B4 series. Each has a section that charts their development and service use, as well as foreign operations if applicable. These chapters are illustrated with a mass of clear period black and white photographs, and yes, some of these even include interior photos! Drawings in this title are limited to side profiles of sub-variants and three-view scale plans. The centre

pages offer colour side profiles of ten machines and these include at least one of each aircraft type/variant.

This is another excellent In Action title which, although not as detailed as some other titles on the specific aircraft types, is a useful single-point reference title.

Our thanks to Squadron/Signal for the review sample. UK modellers can obtain this range from specialist bookshops, or in the event of difficulty, from Pocketbond Ltd.

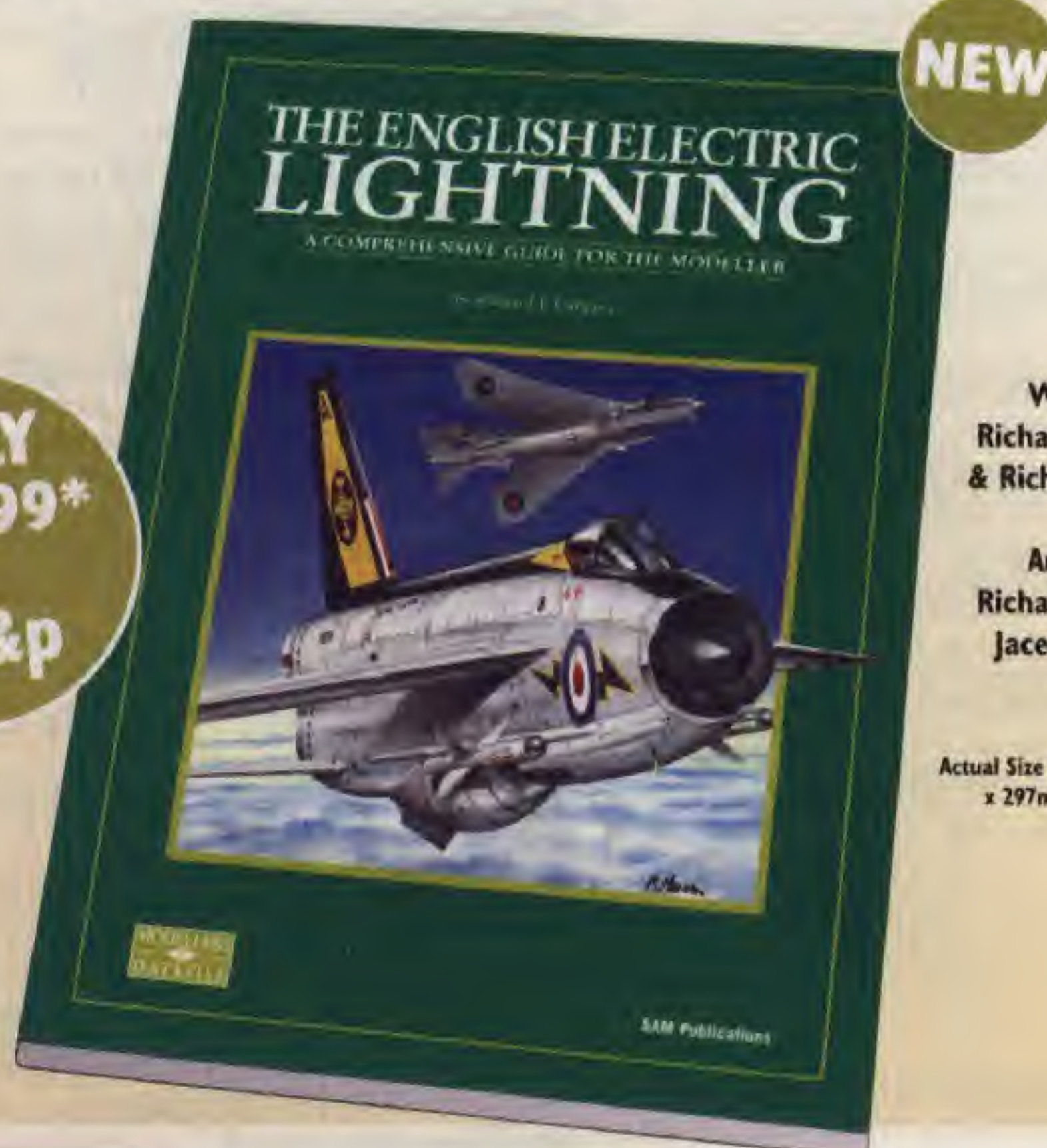
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CHELMSFORD MODEL CLUB. Harway House, Rectory Lane, Chelmsford. Contact Michael Tel: (01245) 611548.

CHAPITRE REAL COTE (Montreal, Canada). For information contact Jean Marc Perreault. Tel: 450 659 5241 Email: jmarcp@megaweb.ca

CHILTERN SCALE MODEL CLUB. (incorporating IPMS Chiltern) meet first Wed. of every month at Shefford Memorial Hall. New members welcome. Contact John Chapman 01234 317763

THE CLACTON BRANCH of the IPMS. Contact Peter Terry on 01255 428653.

IPMS CLEVELAND. Contact: Mike Burns on 01642 592357 or Gary Stevenson on 01642 490589.

IPMS TYNESIDE meets at St. John's Church Hall, Newcastle-upon-Tyne the 1st & 3rd Monday of each month. Contact Rob Sullivan Tel: 01207 561971.

COVENTRY AND WARWICKS IPMS. For more details contact Carl Lewis, Midland Air Museum, Rowley Road, Coventry Airport, Bagington. CV8 3AZ.

CORNISH SCALE MODELLER'S SOCIETY. For more details contact Tim Rowley (Chairman): 45 Bodriggy St, Hayle, TR27 4ND Tel: 01736 757945 or Alan Jennings (Secretary) 5 Collygree Parc, Goldsithney, TR20 9LY. Tel: 01736 710033.

DERBY CITY MODEL CLUB. Contact Gavin (10am to 6pm Saturdays) on 01332 757873 (Tel/Fax) or Julian (evenings) on 01332 514193.

IPMS DERBY & DISTRICT. New branch secretary: Nick Allen, 8 Oakwood Close, Stenson Fields, Derby. DE24 3ET

I.P.M.S. DEUTSCHLAND e.V. Contact: Günther Lindow, Bergengrünstrasse 5-7, 14129 Berlin, Germany. Email: Volker.Helms@t-online.de.

I.P.M.S. DEUTSCHLAND e.V. Contact: Volker Helms., Alte Dorfstrasse 26A, D-19065 Gdorn, Germany. E-mail: Volker.Helms@t-online.de. Home page: www.ipmsdeutschland.de.

EAST KENT MODEL CLUB meets in Ramsgate. For details contact Stu Davies on 01843 867404.

EAST MIDLANDS MODEL CLUB. Contact Gordon Upton on 01455 230952 (day) or 01455 878722 (evenings).

EAST NEUK MODELLING CLUB For more information contact Brian on 01334 655131 or Dave on 01334 652439.

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IPMS ESSEX/HARLOW. For details and an information sheet, please ring Steve Hubbard on 020 8514 3840 or 0860 228194.

EASTERN SUBURBS SCALE MODEL CLUB (ESSMC), Box Hill, Vic, Australia. For more details contact Pete McKinnon, 61+3 9725 5480 or write to: 33 Clegg Ave, Croydon, Vic 3136, Australia.

"FAMAS" (PRONOUNCED "FAMOUS") journal of the Frog & Airfix Model Aircraft Society. Contact: FAMAS, 29 Ridge Way, Cromer, Norfolk. NR27 0BX.

IPMS FENLAND/SPALDING MODEL GROUP. Contact Dave Hawkyard 01775 720568.

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IPMS GREECE (CORFU BRANCH) Contact 0030 661 41506 or Fax 0030 661 41114.

GUERNSEY PLASTIC MODELLERS GROUP. Contact Dave Nash, 7 Pierre Percee Villa, Prince Albert Road, St Peter Port, Guernsey. GY1 1EZ. Tel: 01481 728186.

THE HARROW MODELLING SOCIETY. Contact Roger on 020 89976051 for more details or visit www.harrowmodellingsociety.co.uk

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IPMS KENT. For full details please contact Ken
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IPMS KINGSTON (CANADA). Contact
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IPMS PROVINCES OF FRANCE. The URL
for IPMS Provinces of France changed to
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IPMS SOUTHAMPTON. For more details
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IPMS TORONTO (CANADA). Contact IPMS
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Museum, Baginton, Coventry. For more
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For more information, contact Ian Crawford on
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The Modelbouw Eeklo website has changed from
www.ping.be/modellbouw-eeklo to
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information contact Michael Winkler, Mertener
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ROMSEY MODELLERS meet third Thursday
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Cooper, 28 The Tyleshades, Romsey. SO51 5RJ. Tel: 01794
522968.

SALISBURY IPMS. Please contact: Peter
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723 3995 or Email bucholtzc@aol.com.

**IPMS SOUTH EAST
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Drummond 01702 205494 (after 7pm).

SOUTH CHESHIRE M.M.C. (Crewe). Meet
every other Wednesday at the Crosville Social
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SOUTH SHORE IPMS, Pembroke, MA (USA).
For more details contact Bob Burnside Tel: 617
659 4883.

IPMS SPAIN (Amigos Modelistas Placentinos),
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Contact Julian Herrero Email: mig21@retemail.es.

SPRUES-R-US Scale model club meets every
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For further details please contact Peter Magee on 01462
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STAFFORD IPMS MODEL CLUB.
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modelart@ptt.yu to yasig@eunet.yu. The group also
has a new postal address: Nenad Miklusev, Novosadskog
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YUGOSLAV AVIATION SIG discussion
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IPMS GULF WAR SIG. For more details
contact Gary Madgwick, Brook Barn, Letcombe
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HAVE APPLIED TO REGISTER the
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WORLD HELICOPTER SIG. Contact Geoff
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8TH USAF IN WWII SIG being started.
Please contact either Mr L Wells, 17 Helford Drive,
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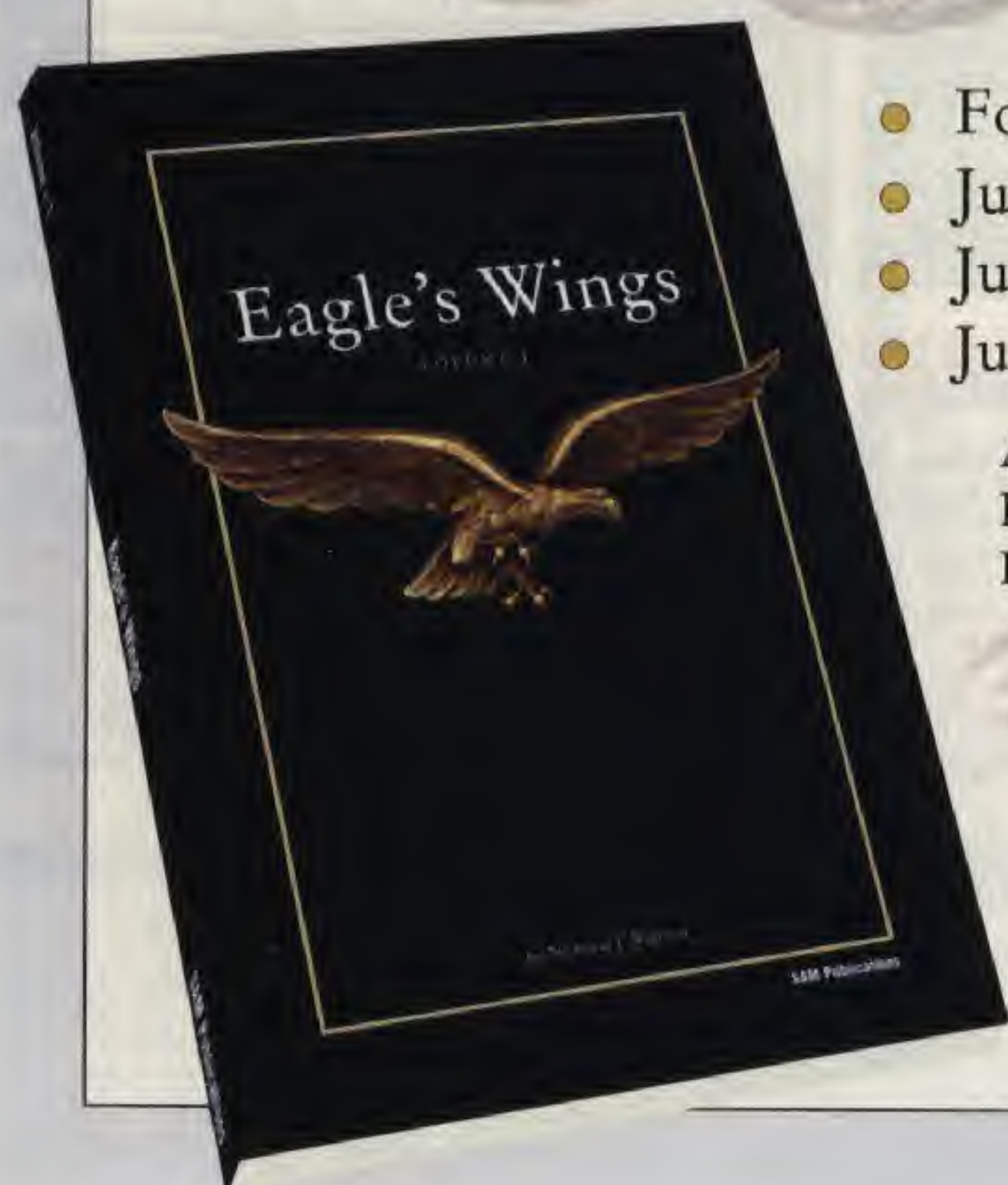
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events diary

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The Chelmsford and Essex Scale Model Society Open Evening at 7.30pm at The Cricketers Inn, Moulsham Street, Chelmsford, Essex. For information contact Nigel on 01376 518515, Chris on 01376 553211 or Phil on 01245 476786.

October 3rd & 4th

IPMS Region 2 Convention hosted by IPMS Northern Virginia - 'A history of Flight'. This convention will be held at the Sheraton Reston Hotel, 11810 Sunrise Valley Drive, Reston, VA, USA. For more information contact: Vince Mankowski, 47799 Circle Drive, Great Mills, MD, 20634, Tel: (301) 863-2999 or Email: modelbuilder@earthlink.net.

October 4th

The Glasgow Open Model Show and Competition at the Kelvin Hall, Argyle Street Glasgow. The show is open from 10am to 4pm, admission is £1.50 for adults, 50p for children/concessions, family tickets are £3 for two adults and two children.

October 5th

International Model Exhibition at RAF Halton airfield Wendover, near Aylesbury, Bucks. 10am to 4.30pm. For information Tel: 01494 881437.

October 4th & 5th

IPMS Belgium presents 35 Years Modellers' Party & National Convention 2003. For more details contact Didier Waelkens, Esdoornlaan 33, B-1850 Grimbergen, Belgium, Email: didier.waelkens@skynet.be or Tel: +32 2 251 33 10

October 5th

Lincoln and Newark Model Clubs present Model Expo 2003 at the Southwell racecourse, Nottinghamshire. For more details contact Ian Crawford, 51 Richmond Road, Lincoln. LN1 1LH. tel: 01522 804661 or Email: expo@newarkmodelclub.co.uk

October 18th

Abingdon IPMS are holding their much improved annual show at Abbey Halls, Abingdon town centre, Oxfordshire. A new, larger venue. Open 10am to 4.40pm. Admission £2 adults, £1 child/OAP. For further information contact Simon Fisher 01993 774034, Gary Madgwick 01235 769746 or Steve Lovelock 01235 815571.

October 25th

JaxCon 2003-Contest and Model Show. University of North Florida - University Center. Contact - Gil Hodges, 904-215-8108, slowhandshodges@aol.com

October 25th

Model bring and buy sale at Woolfardisworthy Sports and Community Hall, 9 miles West of Bideford on A39, signs from Bucks Cross. 10am to 4pm. All enquiries, Tel: 01409 241058.

November 1st

North Surrey Military Modelling Group Open Day. We will be holding our open day at a new venue, The Thomas Wall Centre, Benhill Avenue, Sutton, Surrey. The area is well served by buses and trains and there is a large car park within 5 minutes walk of the hall. Doors open at 10am, there will also be a competition with all classes open to visitors. Any Clubs or traders interested in attending (or if you want anymore info), call Dus Adele on 02083935480 or email dus.adele@ntlworld.com. Second annual convention sponsored by IPMS First Coast-Jacksonville, FL.

November 2nd

Elsecar Model Show at Elsecar Heritage Center, Wath Road, Elsecar, Barnsley. 10am to 4.30pm. Further details from Martin Blundell 01226 753649 or Roger Evans 01226 203784.

November 8th

Heathrow Aircraft Enthusiasts' Fair at the Feltham Community College, Browells Lane, Feltham, Middlesex. TW13 7EF. For more details call Keith Manning on 01372 725063 or Email keithmanning01@o2.co.uk

Greater Peterborough Model show:

Contact David Martin 01733 380250

2004

January 4th

Croydon Airport New Year Aviation Collectors' Fair at Airport House, Purley Way, Croydon, Surrey. For more information contact Acebell Aviation on 01737 822200.

February 5th

Yorkshire 2004 Model Show, Huddersfield Sports Centre, Southgate, Huddersfield HD1 1TW, 10am to 5pm. Enquiries: Mike Robson on 01484 350612 or microbel100@ntlworld.com

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Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.

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04384 1:72 Dassault-Breguet Atlantic 1



For over 30 years the Breguet Atlantic has been in the frontline of maritime surveillance.

With an outstanding range of 7,970km, it is able to

stay over a target for nearly 18 hours at a time.

Equipped with torpedoes for anti-submarine and anti-shipping missions the Atlantic also performs

surveillance, search & rescue and supply roles.

As the first ever military aircraft developed as a multinational project it is currently in service with

the French, German, Dutch and Italian navies and has seen many revisions to meet the changing needs of naval warfare.

REVELL NAVY FLYERS 1:72



**04411 1:72
Sea King Mk 41**

Based on the US Sikorsky design the Sea King fulfills a variety of naval roles, from air sea rescue to anti-submarine warfare. The Mk 41 is armed with 4 Sea Skua missiles, each with a range of 15km.

**04409 1:72
Westland Lynx 'Navy'**

The Anglo/French developed Lynx is now deployed in a combat and anti-submarine role with many NATO navies as well as performing troop transport and air sea rescue flights.



**04600 1:72
Dornier 228-202 'Marine'**

With STOL characteristics the Dornier 228 is an ideal short range multi-purpose transport aircraft, that is also used for sea surveillance with German naval air squadrons.



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GLOSTER JAVELIN F(AW) Mk 9
Inverted Plan

Inboard pylon could
take 230 gallon
drop tanks on
F(AW) Mk 9R only

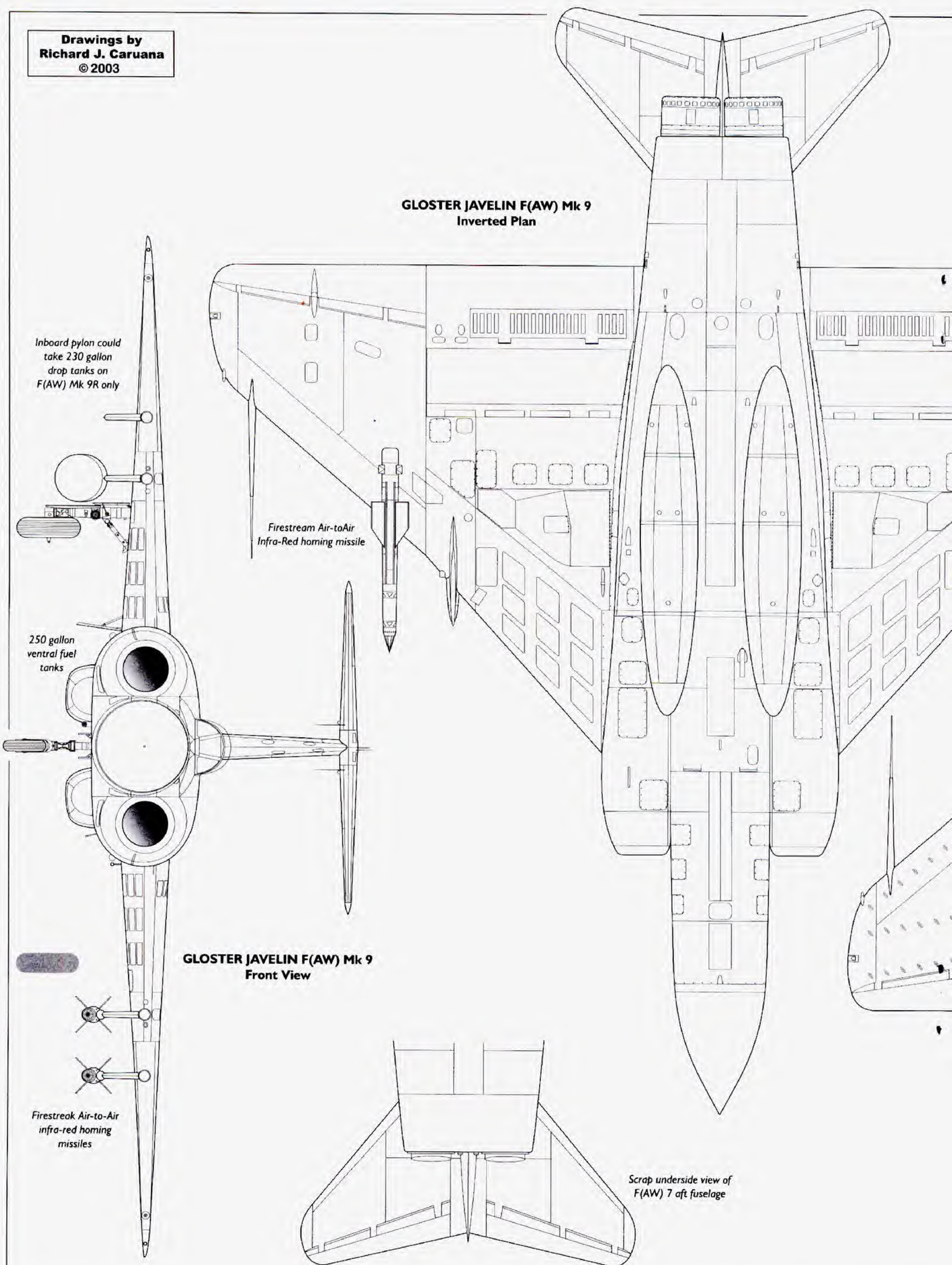
Firestream Air-to-Air
Infra-Red homing missile

250 gallon
ventral fuel
tanks

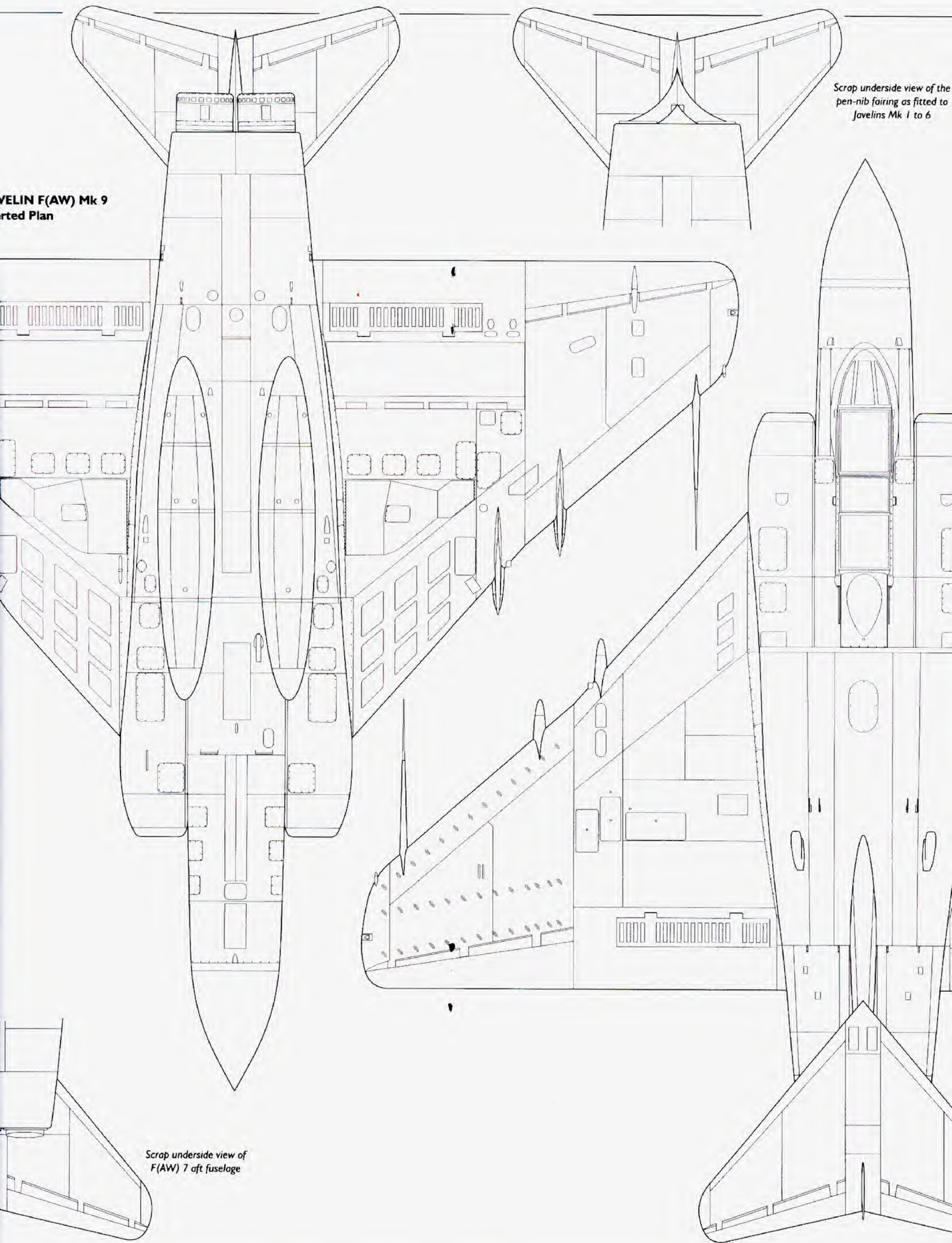
GLOSTER JAVELIN F(AW) Mk 9
Front View

Firestreak Air-to-Air
infra-red homing
missiles

Scrap underside view of
F(AW) 7 aft fuselage

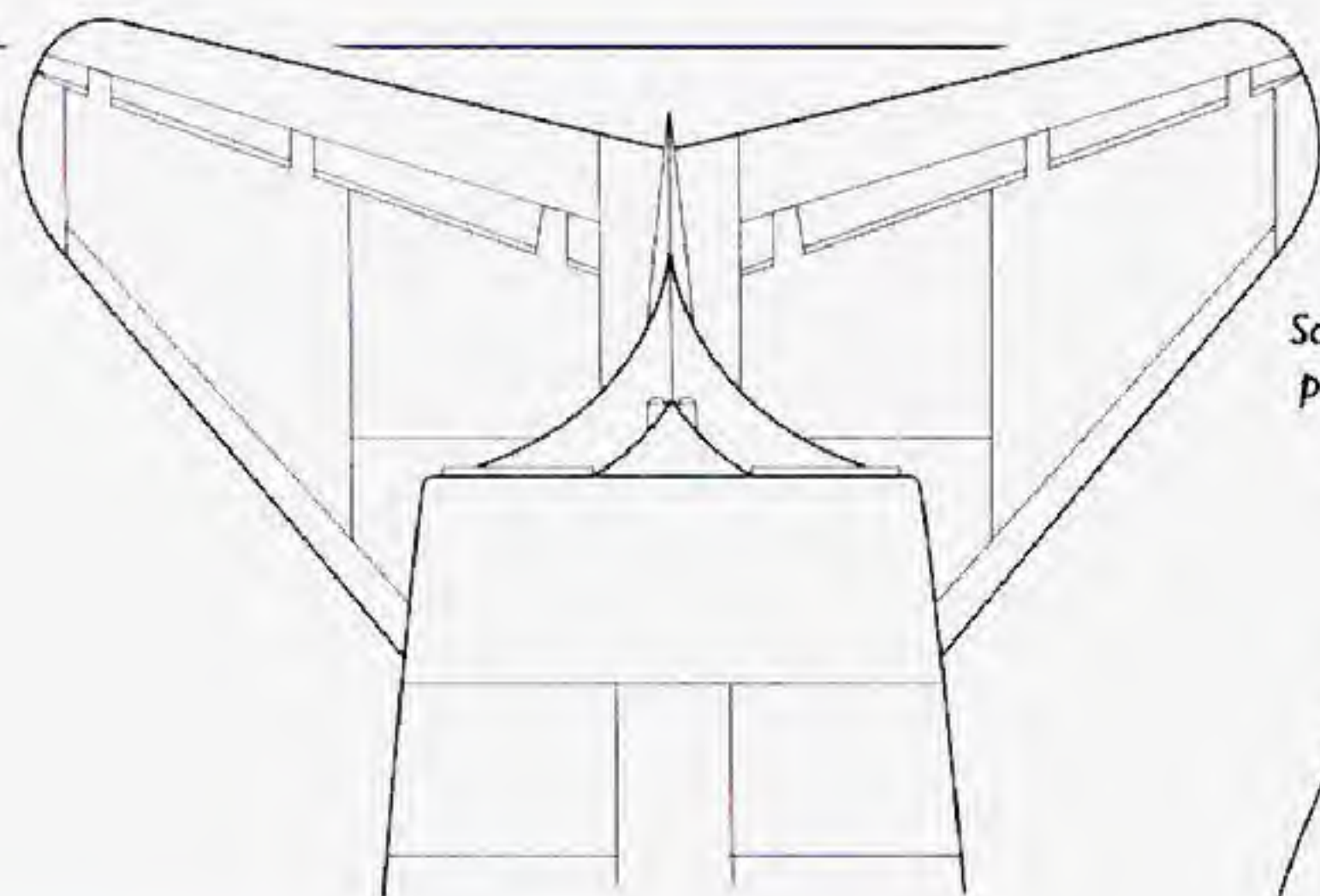


JAVELIN F(AW) Mk 9
Port Plan



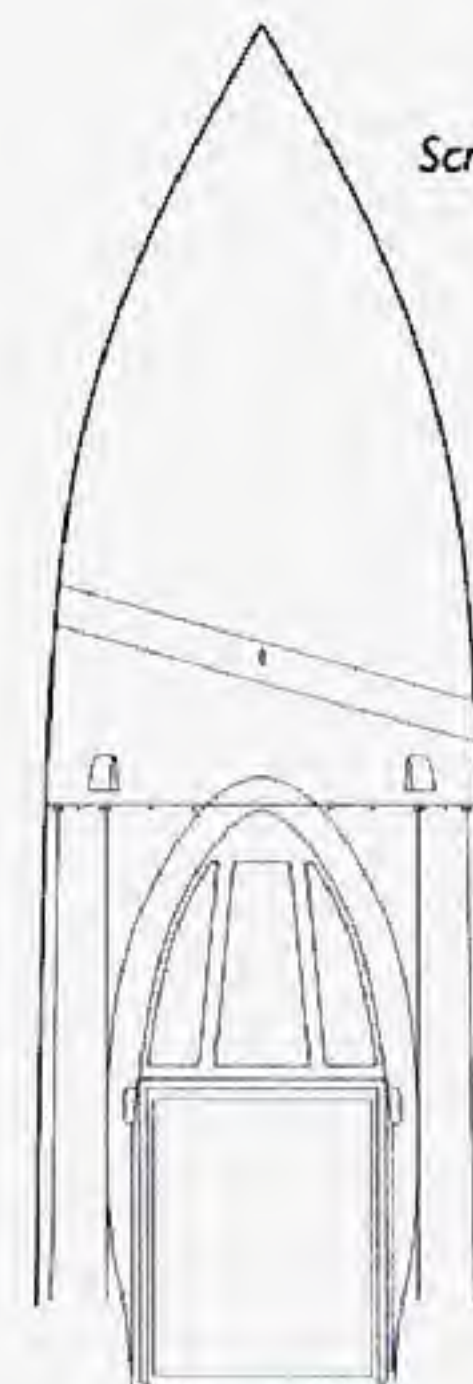
Scrap underside view of the
pen-nib fairing as fitted to
Javelins Mk 1 to 6

Scrap underside view of
F(AW) 7 aft fuselage

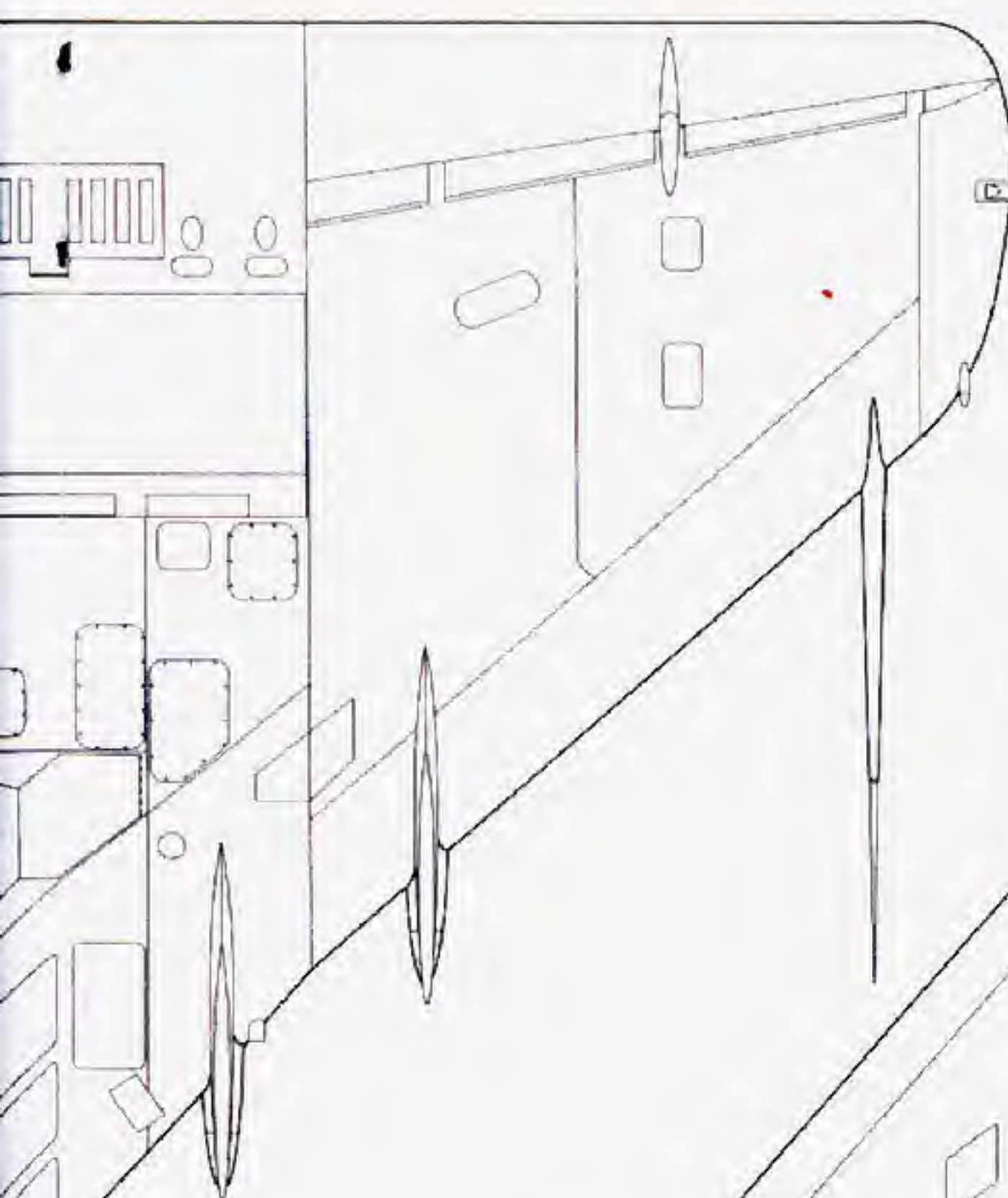


Scrap underside view of the pen-nib fairing as fitted to Javelins Mk 1 to 6

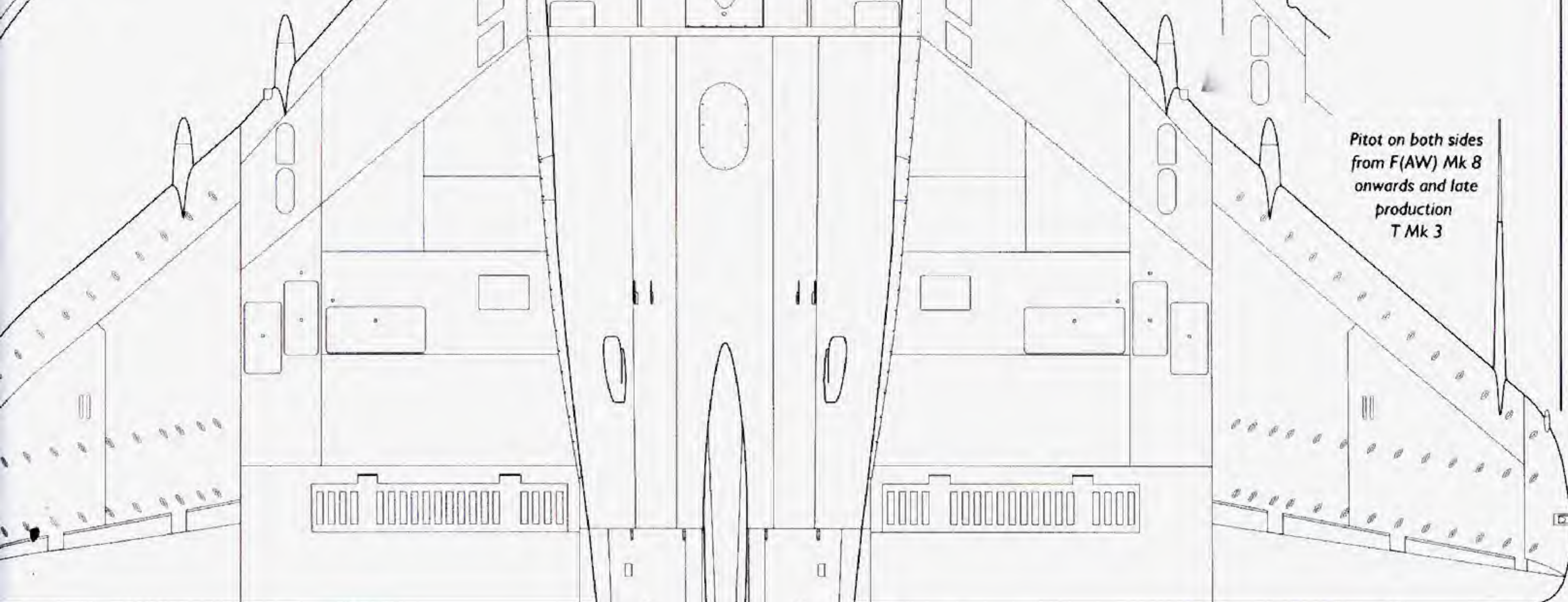
0 metres 1 2
0 feet 3 6
Scale 1/72



Scrap top view of Javelin F(AW) Mk 8 nose section, also applicable to versions fitted with American AI.22 radar

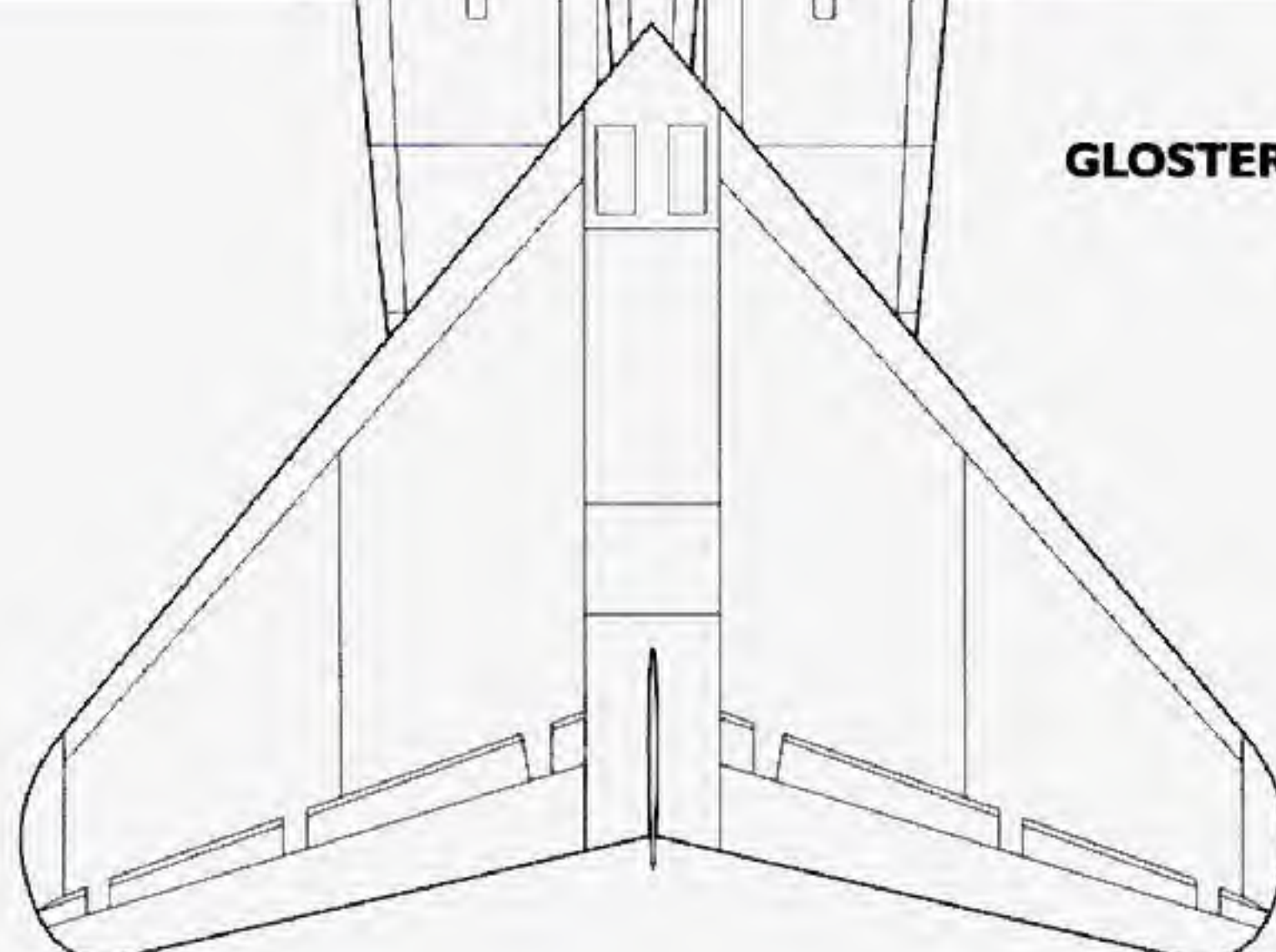


Scrap view of cannon ports on Javelin versions Mk 1 to 6



Pitot on both sides from F(AW) Mk 8 onwards and late production T Mk 3

GLOSTER JAVELIN F(AW) Mk 9
Upper Plan



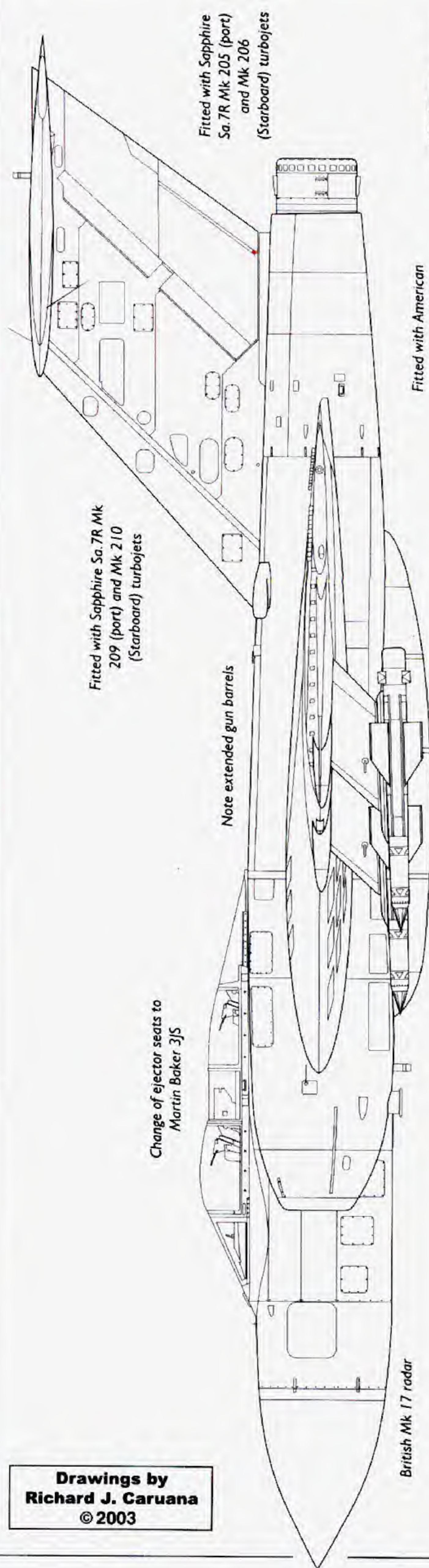
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October 2003
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Gloster Javelin
1/72nd Scale Plans

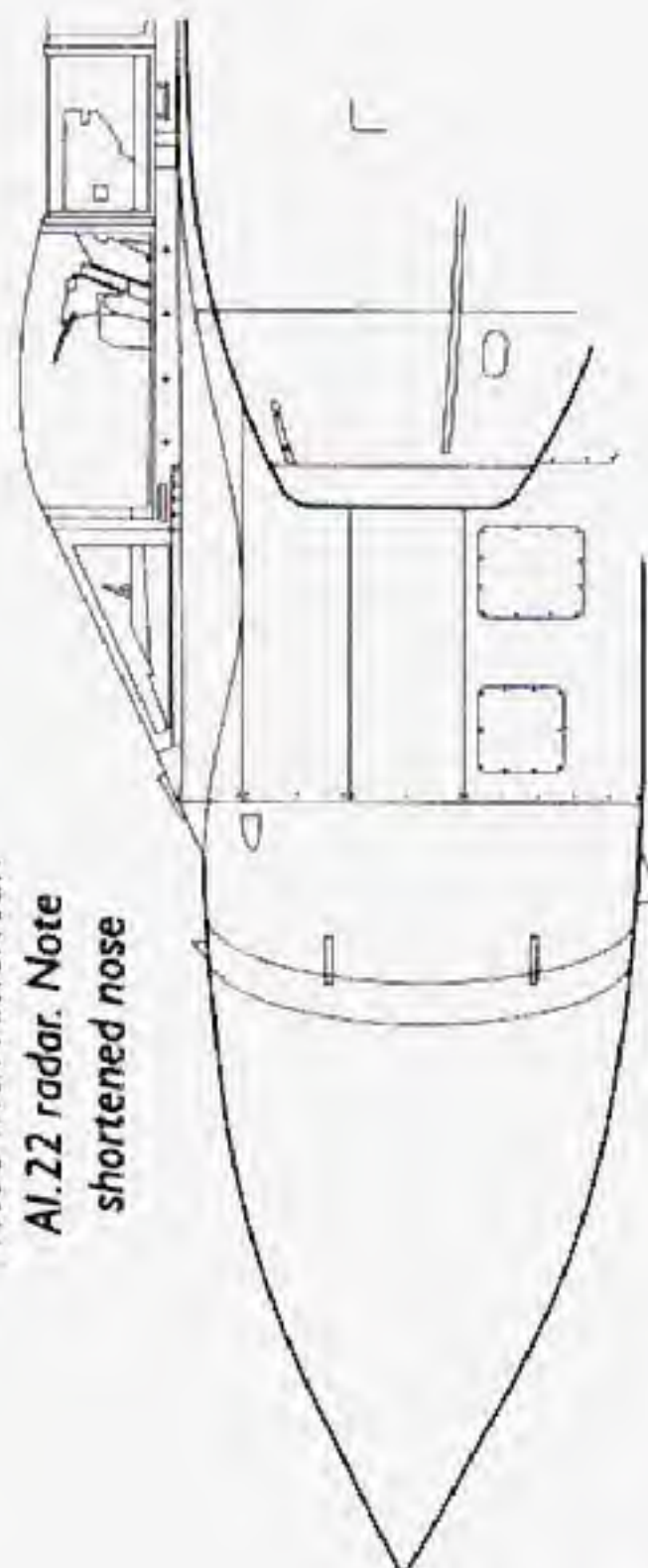
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1/72nd Scale Plans

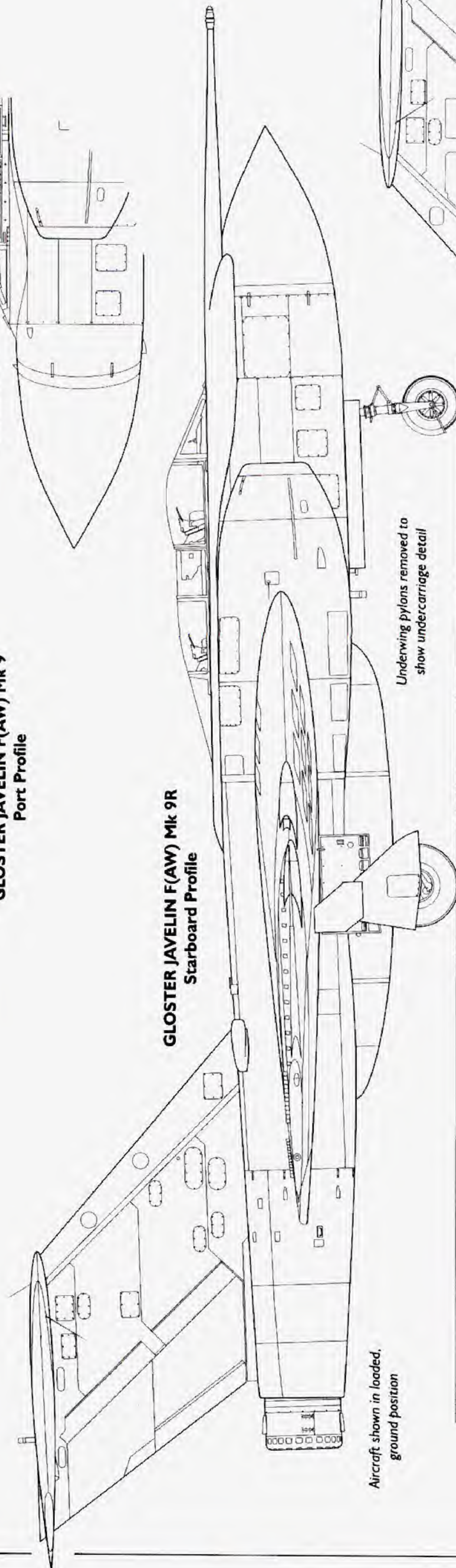
2 of 2



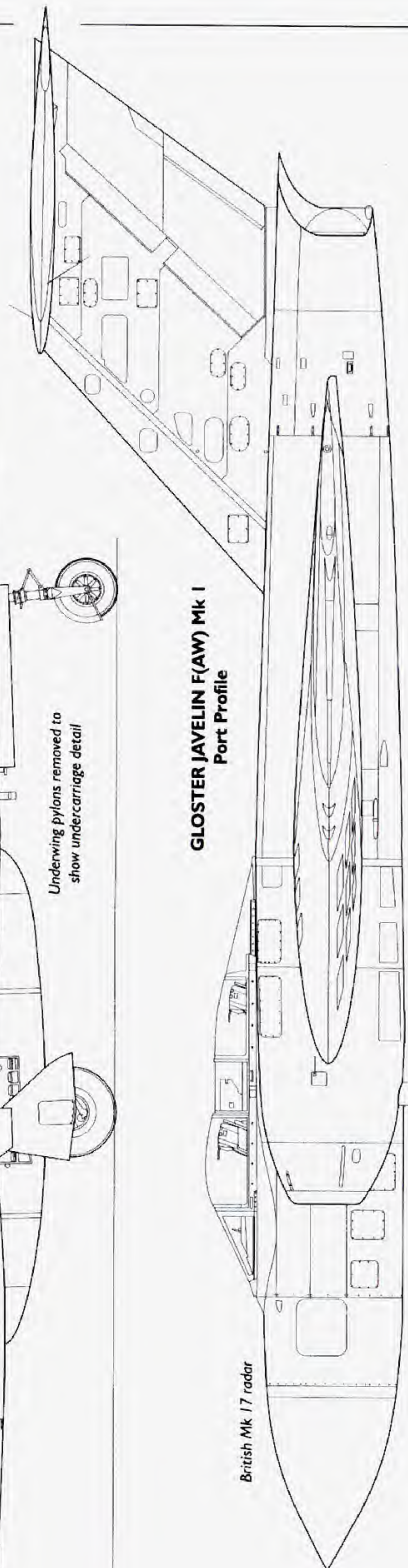
GLOSTER JAVELIN F(AW) Mk 9
Port Profile



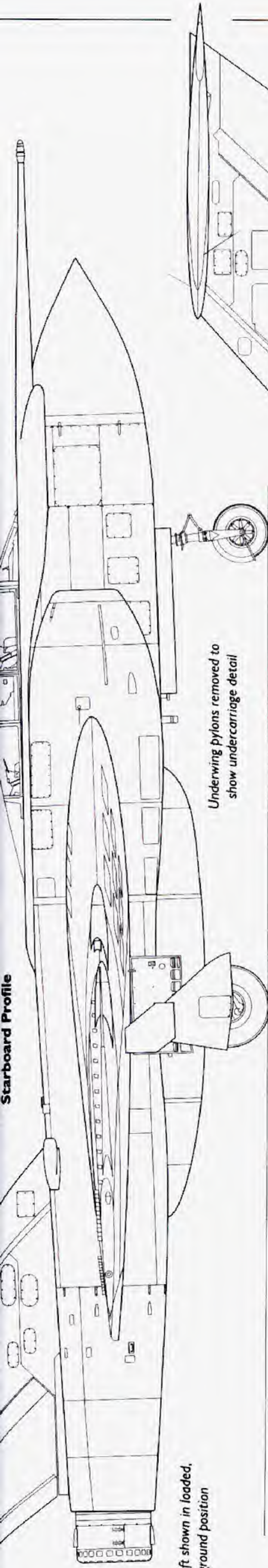
GLOSTER JAVELIN F(AW) Mk 9R
Starboard Profile



GLOSTER JAVELIN F(AW) Mk 1
Port Profile



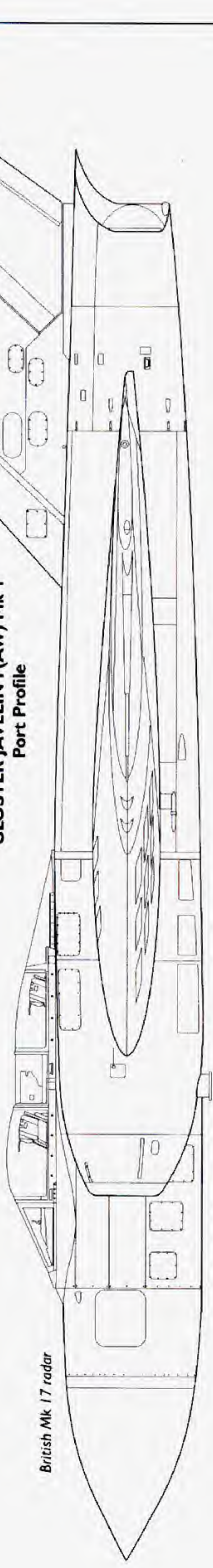
Starboard Profile



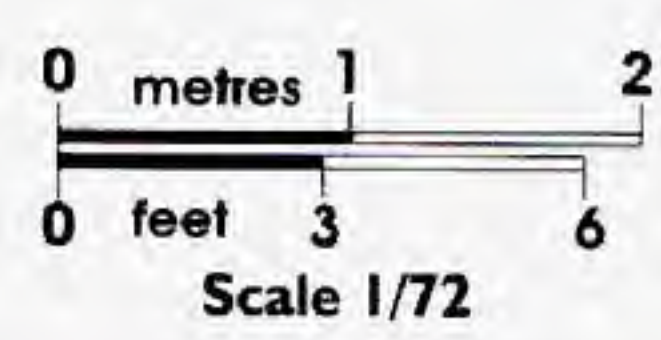
Aircraft shown in loaded, ground position

Underwing pylons removed to show undercarriage detail

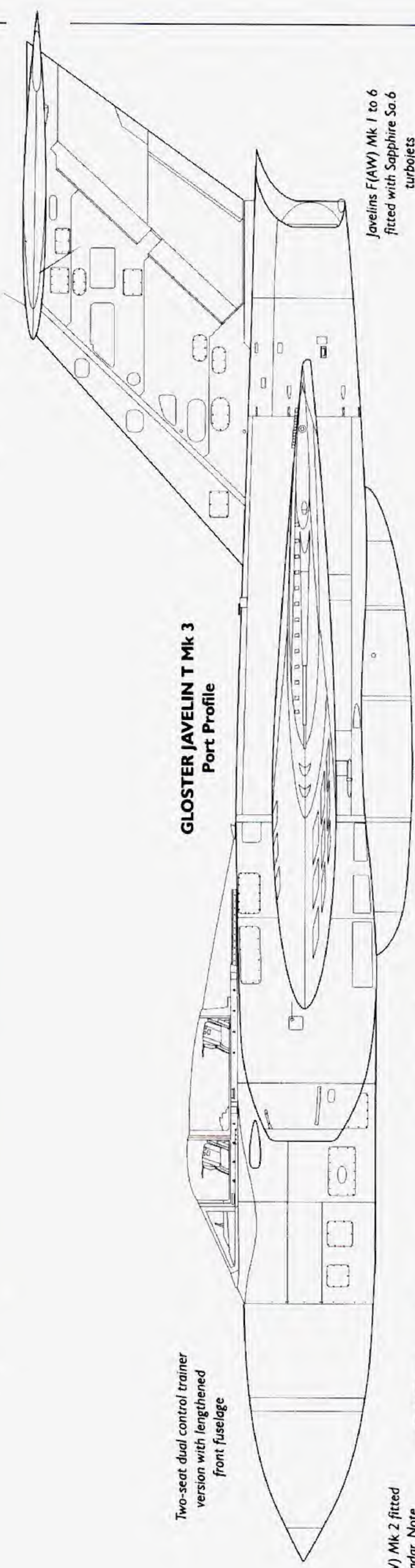
GLOSTER JAVELIN F(AW) Mk 1
Port Profile



British Mk 17 radar



GLOSTER JAVELIN T Mk 3
Port Profile

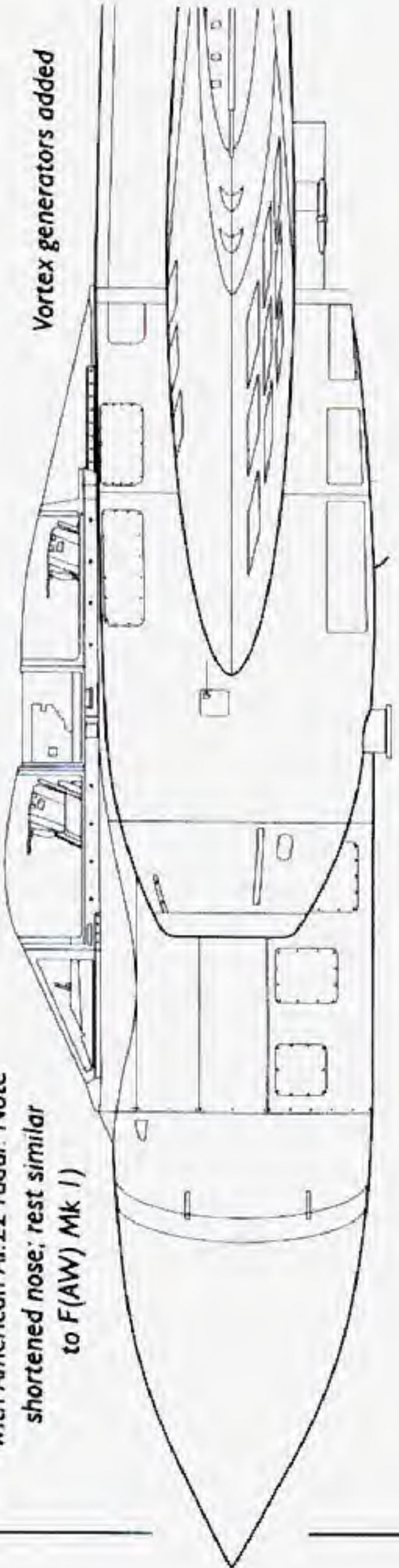


Two-seat dual control trainer version with lengthened front fuselage

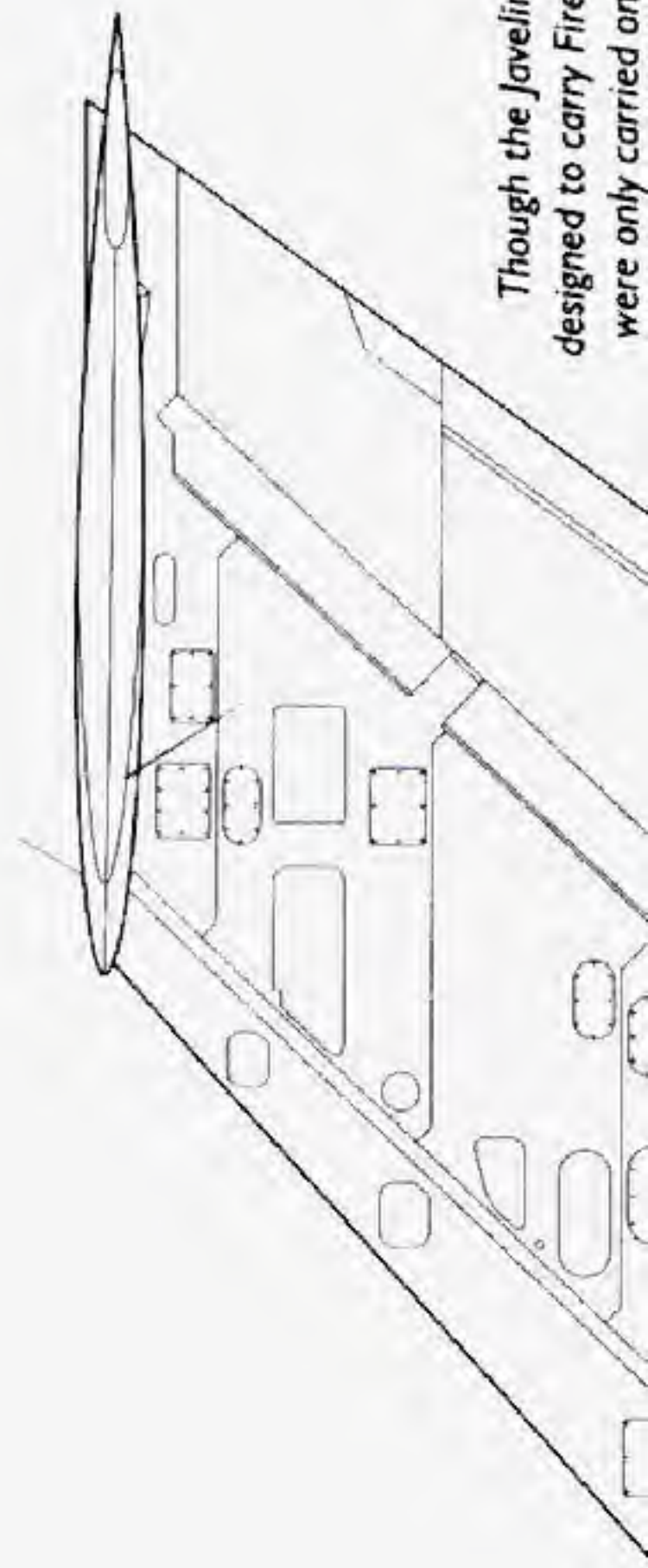
Javelins F(AW) Mk 1 to 6 fitted with Sapphire Sa 6 turbojets

Scrap view of Javelin F(AW) Mk 2 fitted with American AI.22 radar. Note shortened nose; rest similar to F(AW) Mk 1

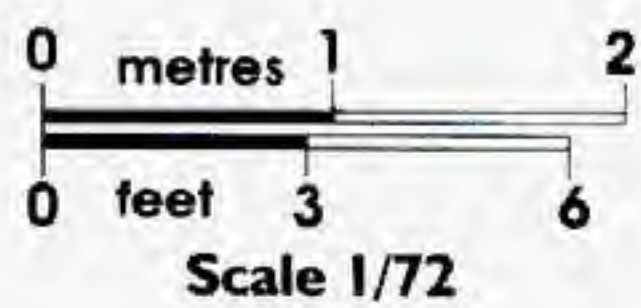
Vortex generators added



GLOSTER JAVELIN F(AW) Mk 5
Port Profile



Though the Javelin F(AW) Mk 7 was designed to carry Firestreak missiles, these were only carried on late service versions



Two-seat dual control trainer
version with lengthened
front fuselage

GLOSTER JAVELIN T Mk 3 Port Profile

Javelins F(AW) Mk 1 to 6
fitted with Sapphire Sa.6
turbojets

Scrap view of Javelin F(AW) Mk 2 fitted
with American AI.22 radar. Note
shortened nose; rest similar
to F(AW) Mk 1)

Vortex generators added

Though the Javelin F(AW) Mk 7 was
designed to carry Firestreak missiles, these
were only carried on late service versions

GLOSTER JAVELIN F(AW) Mk 5 Port Profile

British Mk 17 radar

GLOSTER JAVELIN F(AW) Mk 7 Port Profile

Note extended gun barrels

Fitted with
Sapphires Sa.7
Mk203
(port)/Mk 204
(starboard) in
lengthened tail

Scrap view of Javelin F(AW) Mk 6
fitted with American AI.22 radar.
Note shortened nose; rest
similar to F(AW) Mk 5